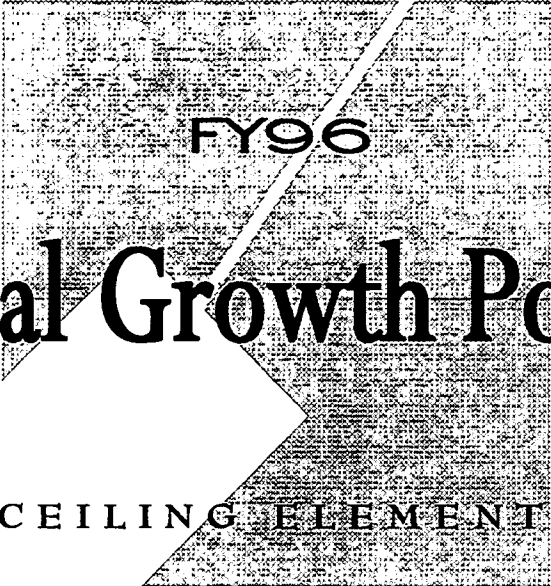


MORITZ

MAY 1, 1995



FY96

Annual Growth Policy

CEILING ELEMENT

*Recommendations for
FY96 Montgomery County
Growth Capacity Ceilings*

FINAL DRAFT

THE MONTGOMERY COUNTY PLANNING BOARD M-NCPPC

FINAL DRAFT
FY96 ANNUAL GROWTH POLICY
CEILING ELEMENT
for
MONTGOMERY COUNTY, MARYLAND

Including
Recommended Growth Capacity Ceilings for FY96

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
May 1, 1995

ABSTRACT

TITLE: Staff Draft FY96 Annual Growth Policy Ceiling Element

AUTHOR: Montgomery County Planning Department, Maryland-National Capital Park and Planning Commission

SUBJECT: Recommended Growth Capacity Ceilings for Montgomery County, Maryland for Fiscal Year 1996

PLANNING AGENCY: The Maryland-National Capital Park and Planning Commission

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ABSTRACT: Montgomery County Council Bill No. 11-86 (amended by Bill 29-93) established the process by which Council provides guidance for the management of growth. In accordance with this law, the Montgomery County Planning Board has prepared recommended growth capacity ceilings based upon the anticipated FY96-01 Capital Improvements Program. This document is the Final (Planning Board) Draft of the November 7, 1994 Staff Draft, which was prepared to provide guidance to County agencies as they prepared the County Executive's Recommended FY96-01 Capital Improvements Program.

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EXECUTIVE SUMMARY

Montgomery County, Maryland's Adequate Public Facilities Ordinance is administered by the Annual Growth Policy, adopted each year by the County Council by July 15. The AGP contains growth capacity ceilings for jobs and housing in 25 policy areas.

Each November 7, Montgomery County Planning Department staff reviews the capital improvements programs of the County, state, and municipalities to determine if additional development capacity can be anticipated for the next fiscal year. An updated document is reviewed and approved by the Planning Board by May 1 and this "Final Draft" is transmitted to the County Executive for review and the County Council for action.

In addition to the transportation staging ceilings, this Final Draft FY96 Annual Growth Policy Ceiling Element includes a review of Montgomery County Public Schools capacity and enrollment for September 1999 based upon the Superintendent's Requested FY96-01 Capital Improvements Program as modified to date by tentative County Council action.

Beginning last year, growth policy issues are now considered on a separate track from "ceiling" issues. The Staff Draft 1995 AGP Policy Element is also available on May 1 and contains recommendations concerning new policy areas in Clarksburg, Glenmont and Shady Grove among other issues. A full list of the growth policy issues to be undertaken in the next year is contained on pages 34 and 35 of the Adopted FY95 Annual Growth Policy.

FY96 ANNUAL GROWTH POLICY
CEILING ELEMENT
FINAL DRAFT

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CHAPTER 1

Transportation Staging Ceilings

I. TRANSPORTATION STAGING CEILING RECOMMENDATIONS

The two primary tests for adequacy of public facilities are the tests for transportation and public school facilities. Other public facilities (e.g., police, fire, and health) have been found to be adequate for purposes of development regulation. In recent years, the main constraint on development has been the "Transportation Test" as administered in both policy area and local area review. The following discussion of Policy Area Transportation Review (PATR) considers all transportation facilities which are fully funded for completion within the first four years of the County's Capital Improvement Program (CIP), the state's Consolidated Transportation Program (CTP), or the CIPs of Rockville and Gaithersburg.

1. OVERVIEW

For the FY96 Annual Growth Policy, the Planning Board anticipates that the following new transportation projects can be counted as being complete in 1999:

- the State Highway Administration's reconstruction of MD 355 to a multi-lane divided highway from MD 124 (Montgomery Village Avenue) to Middlebrook Road, a distance of 2.56 miles;
- Widening of MD 118 to a six-lane divided highway from A-254 to Clopper Road;
- Widening of Clopper Road to six lanes from west of Schaeffer Road to east of existing MD 118; and
- Extension of MD 118 Relocated south of Clopper Road with six lanes at Clopper tapering to a two-lane road at existing 118.

The Planning Board recommends the following transportation staging ceiling increments with the anticipated fully-funded FY99 transportation network:

Policy Area	Additional		Net Remaining	
	Houses	Jobs	Houses	Jobs
Gaithersburg City	250	0	-659	-6,575
Germantown East	1,500	500	1,628	326
Germantown West	1,000	250	1,072	6,333
TOTAL	2,750	750		

Note: Net Remaining Capacity as of March 31, 1995

These recommendations would lift the jobs moratorium in Germantown East and reduce the housing deficit in Gaithersburg City. They would also substantially increase the housing capacity in Germantown East and West.

2. TRANSPORTATION STAGING CEILINGS

Transportation staging ceilings determine the total amount of development (existing, approved for construction, and yet-to-be approved) that can be handled by the transportation network without exceeding standards for roadway congestion. It is also referred to as the *gross staging ceiling*. The *net remaining capacity* is the amount of development that can still be approved. It is calculated by taking the gross staging ceiling and subtracting the existing base of development and the pipeline of approved (but as yet unbuilt) development. Each infrastructure improvement that adds transportation capacity also provides additional staging ceiling. The amount of additional ceiling depends not only on the transportation improvement itself, but also in large part on background land use and transportation network conditions. To the extent possible, specific staging ceiling increments are associated with specific road improvements to help guide the Capital Improvements Programming process.

Staging ceilings are set for both housing units and jobs. There is no general rule for the trade-off between housing and jobs, which depends very much upon local conditions. Countywide there is approximately 1 job for every resident worker, or 1.5 jobs per household. This does not imply that there is a local balance everywhere, nor that every resident worker is employed in the county. However, areas with better balance between jobs and housing units can accommodate more development at the same congestion standard than areas which are largely imbalanced, as the road system usage is less peaked. Roads in areas with a great deal of housing and less jobs will generally be able to accommodate more than 1.5 additional local jobs for every housing unit. Typically, roads in employment centers can handle more than 1 additional local housing unit for every 1.5 jobs. This is because a worker living among more employment opportunities than the typical resident, such as in a CBD, will have shorter than average trip lengths, and thus have less impact on the road network. Similarly, a job located in a sea of housing will more likely draw a nearby worker who will have a shorter than average commuting distance, with less impact on the road network.

A. Current FY95 Transportation Staging Ceilings

The FY95 adopted ceilings (see Tables 1 and 2) provide positive net remaining capacity in 17 policy areas for housing and 18 policy areas for jobs. As of March 31, 1995, there was remaining staging ceiling for 35,172 housing units and 43,889 jobs. Currently, eight policy areas have negative net remaining capacity for housing and seven have zero or negative net remaining capacity for jobs. This compares favorably with conditions the year before, when nine areas were negative for housing and twelve for jobs.

Staging ceilings are implicitly set at the zoning holding capacity for the rural policy areas of Clarksburg, Darnestown/Travilah, Poolesville, Goshen, Patuxent, and Upper Rock Creek. Water and sewer service and Local Area Transportation Review also constrain development in the rural areas. In addition, staging ceilings in the Germantown Town Center, Grosvenor, Potomac, and Silver Spring/Takoma Park policy areas have been set at the estimate of zoned holding capacity.

In the Adopted FY95 AGP, the Cloverly policy area was shown as having a net remaining capacity for housing of 112 units. This was computed using the pipeline of approved development as of June 9, 1994. Since that time, enough housing development has been approved in Cloverly to bring that policy area back into subdivision moratorium. As of March 31, 1995, the net remaining capacity for Cloverly was -51 housing units.

The following lists those policy areas in a subdivision moratorium and those areas where there is a positive net remaining under the FY95 staging ceilings.

Policy Areas
Under FY95 Transportation Staging Ceilings
(Pipeline as of March 31, 1995)

Housing Moratorium

Aspen Hill
Cloverly
Damascus
Fairland/White Oak
Gaithersburg City
Montgomery Village/Airpark
North Potomac
Olney

Jobs Moratorium

Derwood/Shady Grove
Fairland/White Oak
Germantown East
Gaithersburg City
Grosvenor
Montgomery Village/Airpark
Rockville City

Positive Housing Ceiling

Bethesda CBD
Bethesda/Chevy Chase
Derwood/Shady Grove
Germantown East
Germantown Town Center
Germantown West
Grosvenor
Kensington/Wheaton
North Bethesda
Potomac
R & D Village
Rockville City
Silver Spring CBD
Silver Spring/Takoma Park
Twinbrook
Wheaton CBD
White Flint

Positive Jobs Ceiling

Aspen Hill
Bethesda CBD
Bethesda/Chevy Chase
Cloverly
Damascus
Germantown Town Center
Germantown West
Kensington/Wheaton
North Bethesda
North Potomac
Olney
Potomac
R & D Village
Silver Spring CBD
Silver Spring/Takoma Park
Twinbrook
Wheaton CBD
White Flint

Table 1
HOUSING
Transportation Staging Ceiling Capacity Using
FY 95 & Draft FY 96 Net Ceilings
January 1, 1994 Base

Policy Areas	Pipeline 3/31/94 A	FY 95 Net Housing Ceilings B	FY 95 Remain- ing Capacity C=B-A	FY 96 Draft Net Housing Ceiling D	FY 96 Remain- ing Capacity E=D-A	Difference in Remaining Capacities F=E-C
Aspen Hill	2,282	(4,315)	(6,597)	(4,315)	(6,597)	0
Bethesda CBD	223	3,423	3,200	3,423	3,200	0
Bethesda/Chevy Chase	993	7,856	6,863	7,856	6,863	0
Cloverly	367	316	(51)	316	(51)	0
Damascus	394	(768)	(1,162)	(768)	(1,162)	0
Derwood/Shady Grove	84	1,459	1,375	1,459	1,375	0
Fairland/White Oak	962	(3,046)	(4,008)	(3,046)	(4,008)	0
Gaithersburg City	2,624	1,715	(909)	1,965	(659)	250
Germantown East	3,812	3,940	128	5,440	1,628	1,500
Germantown West	7,203	7,275	72	8,275	1,072	1,000
Germantown Town Center	133	1,897	1,764	1,897	1,764	0
Grosvenor	0	1,400	1,400	1,400	1,400	0
Kensington/Wheaton	626	2,438	1,812	2,438	1,812	0
Montgomery Village/Airpark	1,479	(3,690)	(5,169)	(3,690)	(5,169)	0
North Bethesda	474	2,040	1,566	2,040	1,566	0
North Potomac	1,212	154	(1,058)	154	(1,058)	0
Olney	2,536	2,278	(258)	2,278	(258)	0
Potomac	1,415	2,845	1,430	2,845	1,430	0
R & D Village	1,661	5,276	3,615	5,276	3,615	0
Rockville City	667	968	301	968	301	0
Silver Spring CBD	1,987	6,125	4,138	6,125	4,138	0
Silver Spring/Takoma Park	260	2,510	2,250	2,510	2,250	0
Twinbrook	0	300	300	300	300	0
Wheaton CBD	15	1,524	1,509	1,524	1,509	0
White Flint	751	1,700	949	1,700	949	0
Totals	32,160	57,439	32,672	60,189	35,172	2,750

Rural policy areas (Clarksburg, Goshen, Travilah/Darnestown, Rock Creek, Poolesville, and Patuxent) are not assigned staging ceiling. In these areas, subdivision applications are subject to Local Area Transportation Review as well as to relevant zoning and water and sewer constraints.

The ceilings indicate the amount of additional development that can be supported with transportation capacity available from the first years of the anticipated FY96-01 CIP or the FY95-00 State CTP. Negative numbers indicate the amount by which the estimated level development exceeds the ceiling. The estimated base level of housing is shown in Appendix 1.

Although the ceilings are shown for all policy areas, development in Potomac is controlled by the zoning and water and sewer constraints. Development in the Silver Spring CBD is also controlled by the limits established by the Silver Spring Sector Plan.

For all totals, negative numbers are treated as zero. The total net remaining capacity, then, is the total amount of capacity available new residential subdivision approvals.

Table 2
EMPLOYMENT
Transportation Staging Ceiling Capacity Using
FY 95 & Draft FY 96 Net Ceilings
January 1, 1994 Base

Policy Areas	Pipeline 3/31/95 A	FY 95 Net Jobs Ceilings B	FY 95 Remain- ing Capacity C=B-A	FY 96 Draft Net Jobs Ceiling D	FY 96 Remain- ing Capacity E=D-A	Difference in Remaining Capacities F=E-C
Aspen Hill	14	153	139	153	139	0
Bethesda CBD	1,679	6,974	5,295	6,974	5,295	0
Bethesda/Chevy Chase	2,638	5,847	3,209	5,847	3,209	0
Cloverly	30	345	315	345	315	0
Damascus	163	193	30	193	30	0
Derwood/Shady Grove	2,569	1,893	(676)	1,893	(676)	0
Fairland/White Oak	5,879	(2,732)	(8,611)	(2,732)	(8,611)	0
Gaithersburg City	20,363	13,788	(6,575)	13,788	(6,575)	0
Germantown East	14,954	14,780	(174)	15,280	326	500
Germantown West	11,011	17,094	6,083	17,344	6,333	250
Germantown Town Center	3,203	7,104	3,901	7,104	3,901	0
Grosvenor	0	0	0	0	0	0
Kensington/Wheaton	272	2,862	2,590	2,862	2,590	0
Montgomery Village/Airpark	5,684	3,942	(1,742)	3,942	(1,742)	0
North Bethesda	4,899	5,371	472	5,371	472	0
North Potomac	88	193	105	193	105	0
Olney	773	2,239	1,466	2,239	1,466	0
Potomac	251	2,273	2,022	2,273	2,022	0
R & D Village	6,123	14,773	8,650	14,773	8,650	0
Rockville City	15,650	9,245	(6,405)	9,245	(6,405)	0
Silver Spring CBD	4,830	6,537	1,707	6,537	1,707	0
Silver Spring/Takoma Park	894	1,524	630	1,524	630	0
Twinbrook	0	971	971	971	971	0
Wheaton CBD	115	2,778	2,663	2,778	2,663	0
White Flint	187	3,252	3,065	3,252	3,065	0
Totals	102,269	124,131	43,313	124,881	43,889	750

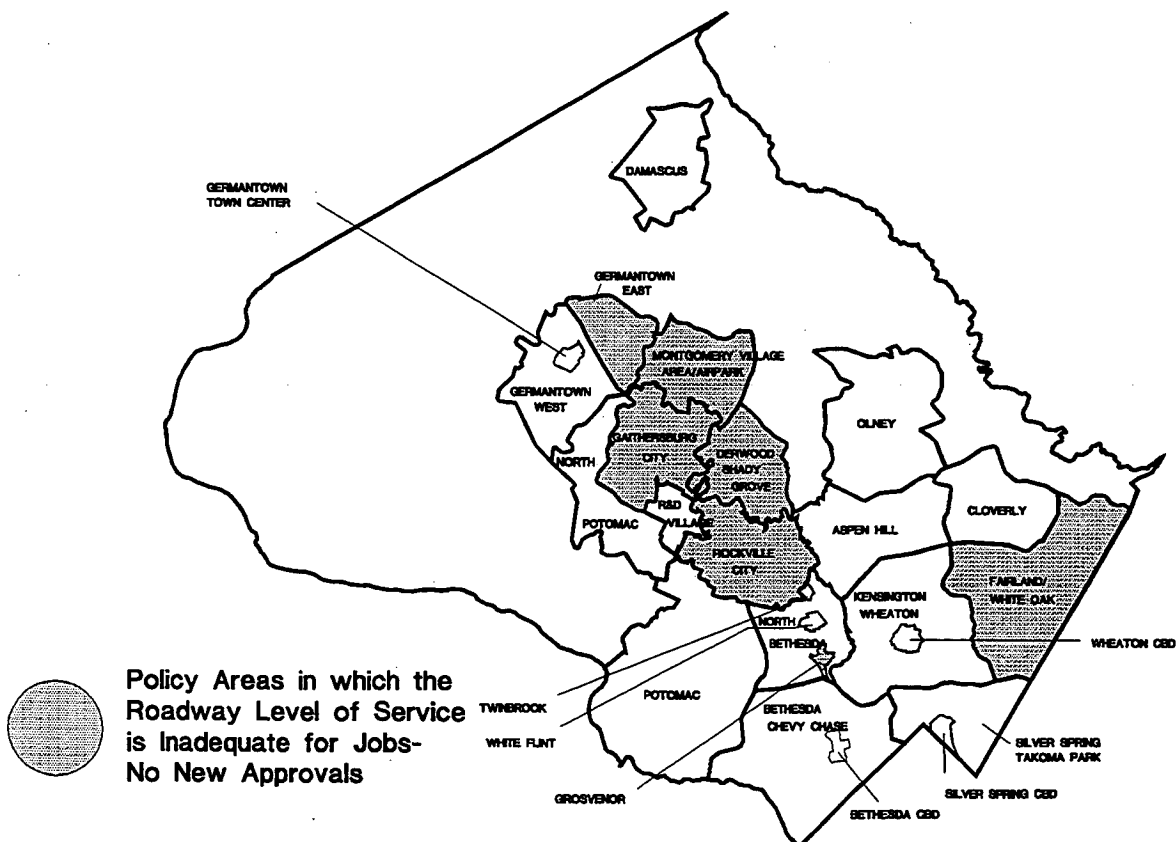
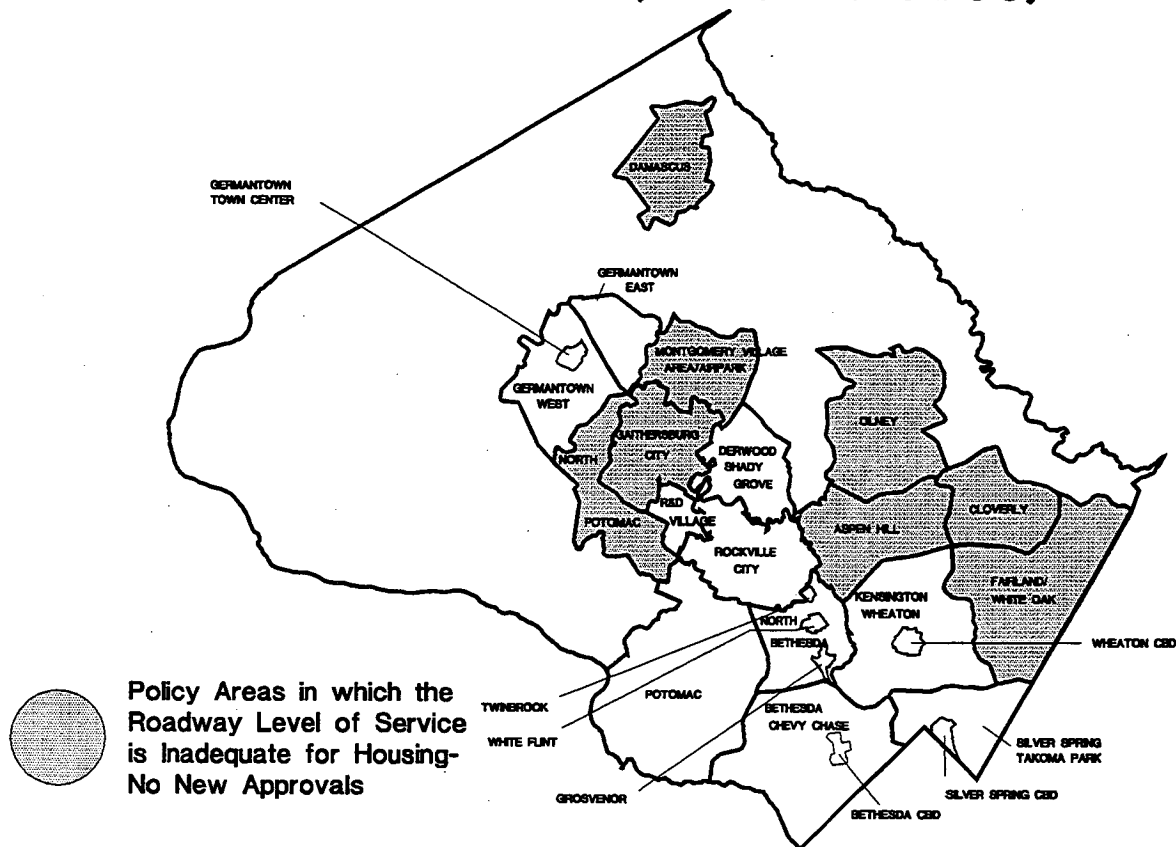
Rural policy areas (Clarksburg, Goshen, Travilah/Darnestown, Rock Creek, Poolesville, and Patuxent) are not assigned staging ceiling. In these areas, subdivision applications are subject to Local Area Transportation Review as well as to relevant zoning and water and sewer constraints.

The ceilings indicate the amount of additional development that can be supported with transportation capacity available from the first years of the anticipated FY96-01 CIP or the FY95-00 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling. The estimated base level of housing is shown in Appendix 1.

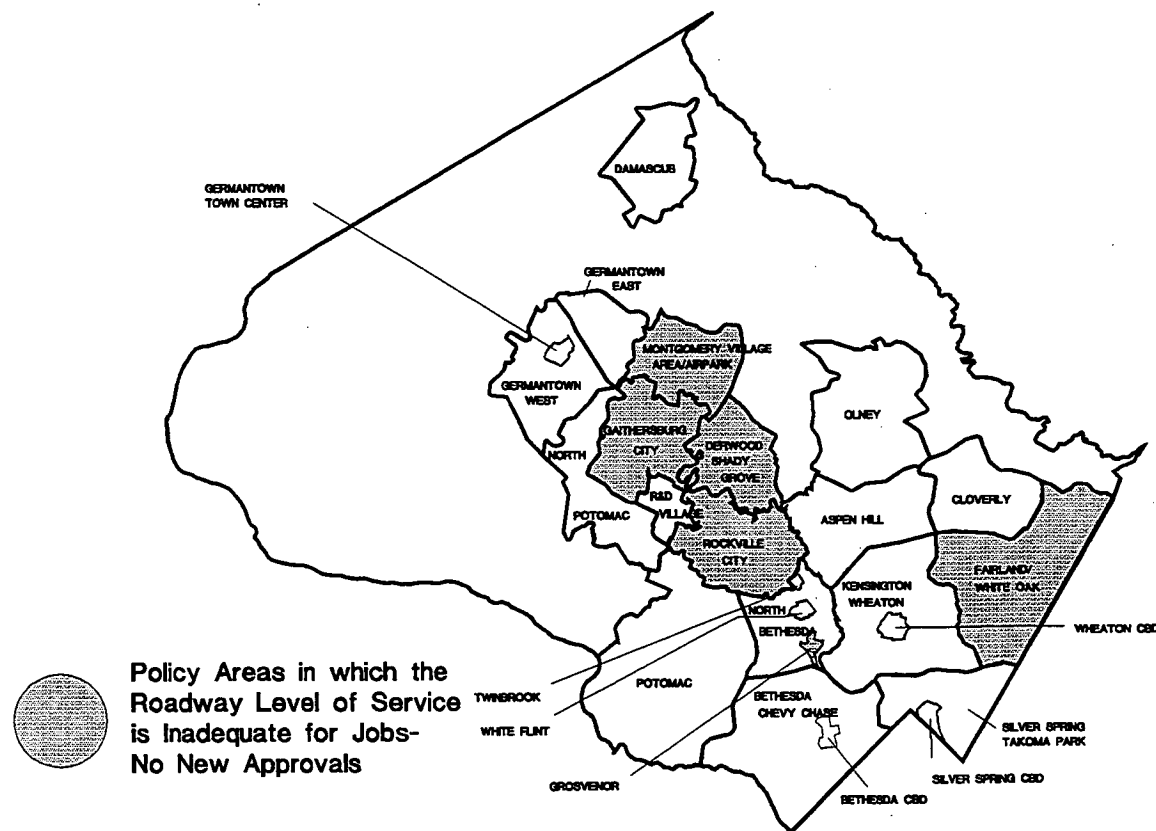
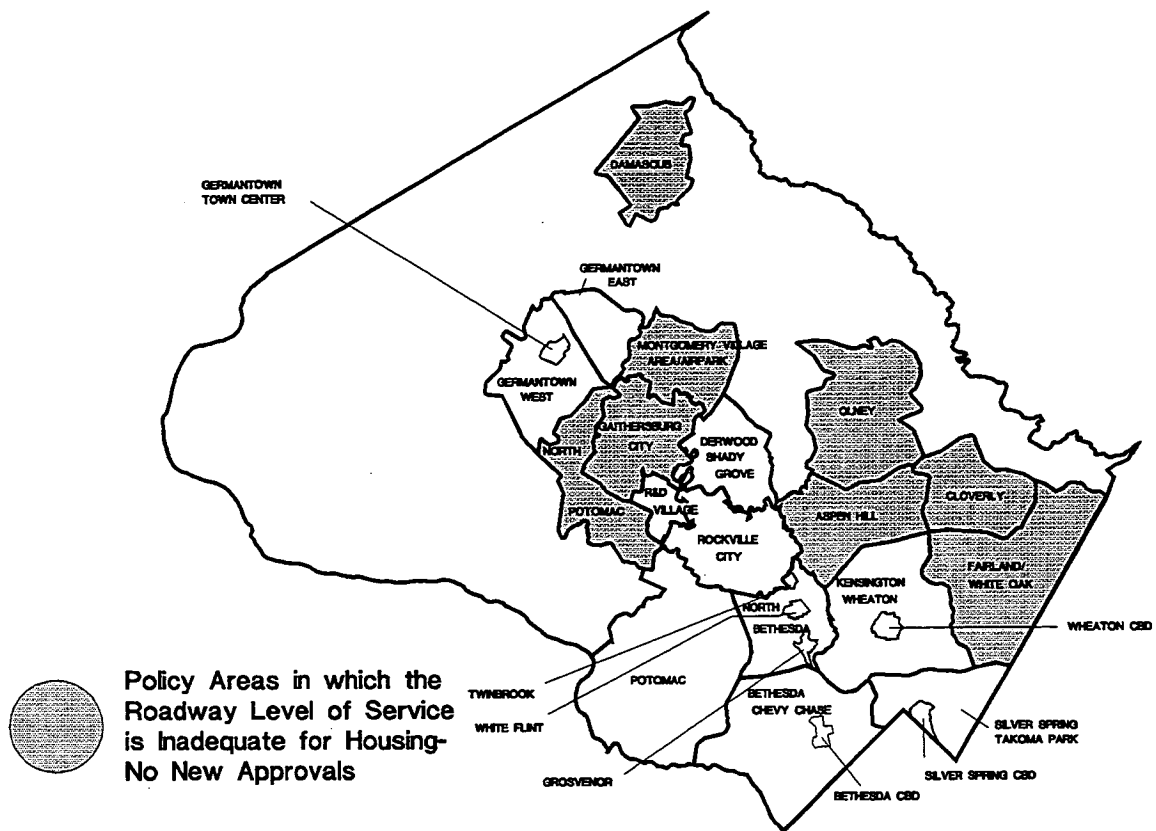
Although the ceilings are shown for all policy areas, development in Potomac is controlled by the zoning and water and sewer constraints. Development in the Silver Spring CBD is also controlled by the limits established by the Silver Spring Sector Plan.

For all totals, negative numbers are treated as zero. The total net remaining capacity, then, is the total amount of capacity available for new residential subdivision approvals.

FY 95 AGP ADOPTED (AS OF 3/31/95)



FY 96 AGP STAFF DRAFT (AS OF 3/31/95)



B. Recommended FY96 Transportation Staging Ceilings

The recommended staging ceilings for FY96 (see Tables 1 and 2) have been developed within a framework comparable with those for the adopted Annual Growth Policy. There are no changes in Level of Service standards, methods for measuring Level of Service, or assumptions in this analysis. The only difference between the FY95 and FY96 transportation staging ceilings is the inclusion of several new road projects that are anticipated to be fully funded within the FY96-99 period and which were not anticipated to be 100% funded previously.

The recommended ceilings are based on transportation projects which have 100 percent of their construction expenditures programmed within the first four years of the County Executive's Recommended FY96-01 CIP (as reviewed to date by the County Council), the current adopted State Consolidated Transportation Plan, and the current adopted Rockville CIP.

The transportation project that raises the Recommended FY96 staging ceilings in Germantown East and Gaithersburg is a State Highway Administration project to widen a 2.56-mile stretch of MD 355 by one lane in each direction. The project begins at Montgomery Village Avenue and continues to Middlebrook Road. The project is located in Germantown East and the City of Gaithersburg.

Based upon this improvement, the Planning Board recommends the addition of 1,500 housing units and 500 jobs to the Germantown East staging ceilings. This addition will alleviate the jobs moratorium in Germantown East. The Planning Board also recommends the addition of 250 housing units to the Gaithersburg housing ceiling, which will relieve the housing deficit in Gaithersburg.

The Planning Board recommends that the improvements to three roadways in Germantown West provide 250 jobs and 1,000 housing units of staging ceiling to that policy area. These are the improvements to MD 118, Clopper Road, and MD 118 Relocated. The additional housing staging ceiling will be more than sufficient to handle the Germantown West housing queue of approximately 300 housing units.

Policy Areas

Under Recommended FY96 Transportation Staging Ceilings (Pipeline as of March 31, 1995)

Housing Moratorium

Aspen Hill
Cloverly
Damascus
Fairland/White Oak
Gaithersburg City
Montgomery Village/Airpark
North Potomac
Olney

Jobs Moratorium

Derwood/Shady Grove
Fairland/White Oak
Gaithersburg City
Grosvenor
Montgomery Village/Airpark
Rockville City

Positive Housing Ceiling

Bethesda CBD
Bethesda/Chevy Chase
Derwood/Shady Grove
Germantown East
Germantown Town Center
Germantown West
Grosvenor
Kensington/Wheaton
North Bethesda
Potomac
R & D Village
Rockville City
Silver Spring CBD
Silver Spring/Takoma Park
Twinbrook
Wheaton CBD
White Flint

Positive Jobs Ceiling

Aspen Hill
Bethesda CBD
Bethesda/Chevy Chase
Cloverly
Damascus
Germantown East
Germantown Town Center
Germantown West
Kensington/Wheaton
North Bethesda
North Potomac
Olney
Potomac
R & D Village
Silver Spring CBD
Silver Spring/Takoma Park
Twinbrook
Wheaton CBD
White Flint

C. Net Remaining Capacities by Policy Area, 1982 to FY96

Tables 3 and 4 show how net remaining capacities have changed over the years in each policy area. Shaded policy areas are in moratorium for new subdivision approvals.

These tables also show how policy areas have been restructured over time. For example, the greater Gaithersburg area was a single policy area until 1986, when it was divided into two policy areas, East and West. In FY92, these were further subdivided into Derwood/Shady Grove, Gaithersburg City, Montgomery Village/Airpark, North Potomac, and R&D Village.

HOUSING

Table 3

Net Remaining Capacity Under Transportation Staging Ceilings FYs 1982-1996

	Comprehensive Planning Policies						Annual Growth Policy									
	Count 50%			Count 80%	Count 100%	Count 100%	Count 100%									
	First			First	First	First	First									
	6 Years			6 Years	6 Years	4 Years	4 Years									
	(1)			(2)	(3)	(4)	(5)									Draft
	1982	1983	1984	1985	1986	1986a	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96	
Bethesda/Chevy Chase	2,072	2,313	3,249	3,112	3,354	3,198	2,764	3,497	2,185	2,109	2,339	2,438	2,415	7,004	6,863	
Bethesda CBD	NA	NA	NA	NA	NA	NA	NA	1,013	798	798	500	500	500	3,200	3,200	
Cloverly	(1,157)	(1,860)	(1,928)	(1,992)	(1,794)	(1,804)	(1,480)	(1,188)	(2,048)	(2,057)	(2,105)	(2,135)	(1,709)	112	(51)	
Damascus	NA	NA	NA	NA	(2,120)	(1,620)	(1,274)	(694)	(666)	(821)	(804)	(968)	(870)	(1,166)	(1,162)	
Fairland/White Oak	1,351	(992)	(295)	(2,133)	(1,571)	(2,573)	(1,308)	(3,668)	(3,113)	(2,418)	(2,626)	(2,371)	(2,458)	(4,244)	(4,008)	
Galthersburg Area	2,784	74	2,811	(1,364)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
Galthersburg East	NA	NA	NA	NA	1,455	2,452	3,215	2,013	1,832	1,707	NA	NA	NA	NA	NA	
Galthersburg West	NA	NA	NA	NA	2,174	286	2,848	1,576	(723)	2,621	NA	NA	NA	NA	NA	
Derwood/Shady Grove	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1,392	1,379	1,379	1,379	1,375	
Galthersburg City	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	2,339	2,217	1,835	(56)	(859)	
Montgomery Village/Airpark	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(4,220)	(4,222)	(3,873)	(5,169)	(5,169)	
North Potomac	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(4,858)	(4,814)	(4,920)	(1,019)	(1,058)	
R&D Village	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(194)	(248)	306	3,815	3,815	
Germantown East	(1,677)	(1,695)	(1,718)	(1,817)	(2,227)	(2,227)	(1,573)	130	1,388	489	53	47	795	84	1,628	
Germantown West	(6,947)	(11,031)	(11,651)	(5,580)	(2,738)	(9,738)	(1,860)	543	0	(778)	(775)	(908)	705	2,410	1,072	
Germantown Town Center	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0	0	1,784	1,784	1,784	
Kensington/Wheaton/Aspen Hill	5,174	3,415	3,946	2,015	845	836	721	1,982	NA	NA	NA	NA	NA	NA	NA	
Aspen Hill	NA	NA	NA	NA	NA	NA	NA	NA	(4,116)	(5,132)	(5,137)	(5,145)	(5,148)	(6,594)	(6,597)	
Kensington/Wheaton	NA	NA	NA	NA	NA	NA	NA	NA	2,382	2,254	1,972	1,858	1,837	1,816	1,812	
Wheaton CBD	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1,509	1,509	1,509	1,509	1,509	
North Bethesda	2,037	3,235	3,199	3,103	1,003	503	(270)	(173)	(392)	1,372	1,368	2,824	NA	NA	NA	
Grosvenor	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1,400	1,400	1,400	
Twinbrook	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	300	300	300	
White Flint	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	900	949	949	
North Bethesda	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1,751	1,751	1,568	
Olney	2,587	1,970	2,387	1,019	924	724	273	417	322	187	(837)	(713)	524	(155)	(258)	
Potomac	2,621	2,396	2,324	1,931	NA	NA	1,259	2,109	2,080	1,725	1,675	1,644	1,656	1,451	1,430	
Rockville	NA	NA	NA	NA	NA	NA	NA	1,486	1,487	1,941	NA	NA	NA	NA	NA	
Rockville City	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	163	163	163	301	301	
Silver Spring/Takoma Park	7,199	6,985	3,040	2,916	2,848	1,836	617	578	502	470	1,300	2,295	2,294	2,251	2,250	
Silver Spring CBD	NA	NA	NA	NA	NA	NA	3,000	3,348	1,684	1,684	1,372	1,372	1,183	4,138	4,138	

Source: Montgomery County Planning Department, Research Division, April 1995.

JOBS
Table 4
Net Remaining Capacity Under Transportation Staging Ceilings FYs 1982-96

	Comprehensive Planning Policies						Annual Growth Policy									
	Count 50%			Count 80%	Count 100%	Count 100%	Count 100%									
	First			First	First	First	First									
	6 Years			6 Years	6 Years	4 Years	4 Years									
	(1)			(2)	(3)	(4)	(5)									
	1982	1983	1984	1985	1986	1986a	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	Draft	FY 96
Bethesda/Chevy Chase	10,008	6,305	7,314	6,383	583	468	1,758	10,312	10,122	10,055	8,955	7,995	8,209	3,209		3,209
Bethesda CBD	NA	NA	NA	NA	NA	NA	NA	303	175	(29)	318	305	305	5,305		5,295
Cloverly	489	480	437	218	218	500	307	(93)	(185)	(185)	(185)	(185)	(185)	315		315
Damascus	NA	NA	NA	NA	(1,845)	(1,845)	608	665	352	273	140	85	85	30		30
Fairland/White Oak	6,203	2,874	3,181	2,279	(241)	(241)	(4,171)	(9,496)	(9,659)	(11,627)	(11,739)	(9,739)	(8,031)	(6,711)		(8,811)
Galthersburg Area	14,671	13,245	21,133	22,886	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA		NA
Galthersburg East	NA	NA	NA	NA	8,488	6,238	(1,642)	(4,658)	(4,857)	(6,377)	NA	NA	NA	NA		NA
Galthersburg West	NA	NA	NA	NA	12,673	5,193	3,605	4,713	3,312	(1,010)	NA	NA	NA	NA		NA
Derwood/Shady Grove	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(2,324)	(2,395)	(2,427)	(678)		(678)
Galthersburg City	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(4,902)	(3,890)	(3,946)	(4,616)		(6,578)
Montgomery Village/Airpark	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(5,536)	(5,266)	(5,266)	(1,742)		(1,742)
North Potomac	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(104)	(104)	(109)	110		105
R&D Village	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(4,357)	(2,857)	(2,857)	8,650		8,650
Germantown East	629	608	1,571	1,308	(264)	(247)	(1,221)	2,989	562	2	(82)	(124)	378	(174)		326
Germantown West	4,430	(5,850)	(5,857)	(2,404)	(2,737)	(6,737)	425	2,015	302	(1,227)	(1,296)	(1,740)	1,310	8,021		6,333
Germantown Town Center	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0	0	4,407	3,910		3,901
Kensington/Wheaton/Aspen Hill	4,884	4,771	5,753	5,496	3,554	3,477	8,169	6,214	NA	NA	NA	NA	NA	NA		NA
Aspen Hill	NA	NA	NA	NA	NA	NA	NA	NA	272	334	334	334	334	139		139
Kensington/Wheaton	NA	NA	NA	NA	NA	NA	NA	NA	6,210	6,150	3,983	3,983	3,983	2,590		2,590
Wheaton CBD	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	2,748	2,748	2,748	2,683		2,683
North Bethesda	6,924	6,483	6,465	296	(2,230)	(2,730)	(1,277)	(431)	(3,435)	(2,835)	(1,947)	(7,625)	NA	NA		NA
Grosvenor	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0	0		0
Twinbrook	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	971	971		971
White Flint	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1,000	3,065		3,065
North Bethesda	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	500	500		472
Olney	614	501	2,728	2,711	612	607	458	17	163	65	(313)	(320)	687	1,488		1,488
Potomac	0	0	0	0	NA	NA	2,487	2,768	2,768	2,181	2,181	2,150	2,180	2,027		2,022
Rockville	NA	NA	NA	NA	NA	NA	NA	1,635	1,507	(3,587)	NA	NA	NA	NA		NA
Rockville City	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(6,974)	(7,192)	(6,610)	(6,067)		(6,405)
Silver Spring/Takoma Park	15,336	14,365	11,042	10,448	421	2,421	500	356	5	(106)	392	642	637	637		630
Silver Spring CBD	NA	NA	NA	NA	NA	NA	3,000	3,348	457	441	941	941	1,939	4,655		1,707

Source: Montgomery County Planning Department, Research Division, April 1995.

Notes to Tables 3 and 4

- (1) Transportation improvements had to be at least 50% funded within the next 6 years.
- (2) Transportation improvements had to be at least 80% funded within the next 6 years.
- (3) Transportation improvements had to be 100% funded within 6 years.
- (4) Transportation improvements had to be 100% funded within 4 years.
- (5) Before the FY 89 AGP, the acceptable level of service standard for Fairland/White Oak was established as LOS D. The FY 89 AGP changed this standard to LOS C/D.

Policy Area Definitions

Many changes in policy area boundaries have been made since the first Comprehensive Planning Policies Report in 1982. The following summarizes these changes. This summary does not include minor boundary adjustments, which have affected a number of policy areas. Information on such minor adjustments can be found in the respective Planning Department reports over the 1982-90 period.

Bethesda/Chevy Chase was subdivided into the Bethesda CBD and Bethesda/Chevy Chase policy areas in the FY 89 AGP.

Damascus was created as a new policy area, out of the rural Group I areas, in 1986.

Derwood/Shady Grove is the new name of the former Derwood/Needwood/Washington Grove/Shady Grove policy area.

Gaithersburg was subdivided into Gaithersburg East and Gaithersburg West policy areas in 1986.

Gaithersburg East was further subdivided into Montgomery Village, Derwood/Needwood/Washington Grove/Shady Grove in the FY92 AGP, with part of Gaithersburg East becoming part of the City of Gaithersburg policy area.

Gaithersburg West was further subdivided into North Potomac and R&D Village policy area in the FY92 AGP, with part of Gaithersburg West becoming part of the City of Gaithersburg policy area.

Germantown West was subdivided into the Germantown Town Center and Germantown West policy areas in the FY92 AGP.

Kensington/Wheaton/Aspen Hill was subdivided into Kensington/Wheaton and Aspen Hill policy areas in the FY 90 AGP.

North Bethesda was subdivided into Grosvenor, Twinbrook, White Flint, and the North Bethesda in the FY94 AGP.

Silver Spring/Takoma Park was subdivided into the Silver Spring CBD and Silver Spring/Takoma Park policy areas in the FY 88 AGP.

Rockville was subdivided into Rockville City, with part of Rockville becoming part of Derwood/Needwood/Washington Grove/Shady Grove, and R&D Village in the FY92 AGP.

CHAPTER 2

Public School Capacities

III. PUBLIC SCHOOL CAPACITIES

1. The AGP Schools Test

Since FY 89, the Council has tested public school capacity for the County's 21 high school clusters to determine if there is sufficient capacity to support additional preliminary plan approvals during that fiscal year. Each of the three grade levels -- elementary, middle, and high school -- is assessed separately. The Council compares forecast enrollment in each high school cluster four years out to the capacity that is programmed in the fourth year of the CIP.

For APFO purposes, school capacity is considered adequate for a cluster if forecast enrollment does not exceed 110 percent of the Council funded program capacity. If sufficient capacity is not available in the immediate cluster, the Council looks to see if an adjacent cluster or clusters have sufficient capacity to cover the projected deficit in school capacity for APFO purposes. If these combined clusters do not have sufficient capacity, then schools are considered inadequate for APFO purposes and the Planning Board will be unable to approve a new preliminary plan in that cluster for the next fiscal year.

2. September 1999 Public Schools Capacities

Based on the Superintendent's Requested FY96-01 CIP (as acted upon to date by the County Council), all high school clusters have adequate capacity at all three grade levels to support the September 1999 forecast.

If the capacity is retained in the adopted FY96-01 CIP, the Planning Board, in its review of preliminary plans of subdivisions during fiscal year 1996, can consider schools to be adequate in all clusters.

The following tables show the how the AGP schools test is applied using the capacity in the tentative FY96-01 CIP. All information provided by Montgomery County Public Schools.

ELEMENTARY SCHOOLS BY CLUSTER

Table 5

Comparison of 1999 MCPS Projected Elementary School Enrollment to 110% of 1999 Program Capacity

Enrollment

School Policy Areas (High School Cluster)	September 1999 Enrollment Projected by MCPS (as of 4/95)
Bethesda-Chevy Chase	2,986
Blair	4,822
Churchill	2,270
Damascus	3,030
Einstein	2,900
Galthersburg	3,951
Walter Johnson	2,651
Kennedy	2,624
Magruder	3,486
R. Montgomery	2,320
Paint Branch	3,719
Poolesville	808
Quince Orchard	3,576
Rockville	2,208
Seneca Valley	5,380
Sherwood	3,373
Springbrook	3,692
Watkins Mill	3,437
Wheaton	2,628
Whitman	2,043
Wootton	2,830
Total	64,734

Capacity

100% of Program Capacity With MCPS Anticipated FY96-01 CIP	Capacity Available or (Deficit)
3,108	122
5,279	457
2,446	176
3,272	242
3,100	200
4,134	183
2,725	74
2,672	48
3,550	64
2,511	191
3,885	166
881	73
3,946	370
2,667	459
5,144	(236)
2,840	(533)
4,199	507
3,231	(206)
2,721	93
2,102	59
3,125	295
67,538	2,804

AGP Test

110% of Program Capacity With MCPS Anticipated FY96-01 CIP	AGP Test 1: What is Number of Students Below or (Above) 110% Capacity?	AGP Test 2: If Enrollment is More than 110% of Capacity, What is an Adjacent Cluster with Sufficient Capacity?	AGP Test Result - Capacity is:
3,419	433	----	Adequate
5,807	985	----	Adequate
2,691	421	----	Adequate
3,599	569	----	Adequate
3,410	510	----	Adequate
4,547	596	----	Adequate
2,998	347	----	Adequate
2,939	315	----	Adequate
3,905	419	----	Adequate
2,762	442	----	Adequate
4,274	555	----	Adequate
969	161	----	Adequate
4,341	765	----	Adequate
2,934	726	----	Adequate
5,658	278	----	Adequate
3,124	(249)	Springbrook (927)	Adequate
4,619	927	----	Adequate
3,554	117	----	Adequate
2,993	365	----	Adequate
2,312	269	----	Adequate
3,438	608	----	Adequate
74,292	9,558		

Enrollment Projections by Montgomery County Public Schools, April 1995.
Cluster Capacity based upon tentative County Council action on FY96-01 CIP.

MIDDLE SCHOOLS BY CLUSTER

Table 6

Comparison of 1999 MCPS Projected Middle School Enrollment to 110% of 1999 Program Capacity

Enrollment

School Policy Areas (High School Cluster)	September 1999 Enrollment Projected by MCPS (as of 4/95)
Bethesda-Chevy Chase	1,016
Blair	2,499
Churchill	1,245
Damascus	1,316
Einstein	1,239
Galthersburg	1,915
Walter Johnson	1,424
Kennedy	1,285
Magruder	1,682
R. Montgomery	955
Paint Branch	1,775
Poolesville	445
Quince Orchard	1,754
Rockville	964
Seneca Valley	1,566
Sherwood	1,563
Springbrook	1,733
Watkins Mill	1,460
Wheaton	1,039
Whitman	1,205
Wootton	1,289
Total	29,369

Capacity

100% of Program Capacity With MCPS Anticipated FY98-01 CIP	Capacity Available or Percent of Deficit
892	(124)
2,485	(14)
1,182	(83)
1,270	(46)
1,151	(88)
2,075	160
1,920	496
1,589	304
1,248	(434)
973	18
1,721	(54)
450	5
1,785	31
942	(22)
1,369	(197)
1,369	(194)
1,915	182
1,643	183
1,055	16
1,121	(84)
1,258	(31)
29,413	44

AGP Test

110% of Program Capacity With MCPS Anticipated FY98-01 CIP	AGP Test 1: What is Number of Students Below or (Above) 110% Capacity?	AGP Test 2: If Enrollment is More than 110% of Capacity, What is an Adjacent Cluster with Sufficient Capacity?	AGP Test Result - Capacity Is:
981	(35)	Einstein (27); Whitman (28)	Adequate
2,734	235	-----	Adequate
1,300	55	-----	Adequate
1,397	81	-----	Adequate
1,266	27	-----	Adequate
2,283	368	-----	Adequate
2,112	688	-----	Adequate
1,748	463	-----	Adequate
1,373	(309)	Galthersburg (368)	Adequate
1,070	115	-----	Adequate
1,893	118	-----	Adequate
495	50	-----	Adequate
1,964	210	-----	Adequate
1,036	72	-----	Adequate
1,506	(60)	Springbrook (374)	Adequate
1,506	(57)	Paint Branch (118)	Adequate
2,107	374	-----	Adequate
1,807	347	-----	Adequate
1,161	122	-----	Adequate
1,233	28	-----	Adequate
1,384	95	-----	Adequate
32,354	2,985		

Enrollment Projections by Montgomery County Public Schools, April 1995.

Cluster capacity based upon tentative County Council action on the FY98-01 CIP.

Enrollment and capacity of Rosa Parks Middle School are split 50/50 between the Sherwood and Magruder clusters.

Enrollment and capacity of Cabin John Middle School are split 50/50 between the Churchill and Wootton clusters.

HIGH SCHOOLS BY CLUSTER

Table 7

Comparison of 1999 MCPS Projected High School Enrollment to 110% of 1999 Program Capacity

Enrollment

School Policy Areas (High School Cluster)	September 1999 Enrollment Projected by MCPS (as of 4/95)
Bethesda-Chevy Chase	1,405
Blair	2,791
Churchill	1,632
Damascus	1,667
Einstein	1,476
Gaithersburg	2,111
Walter Johnson	1,610
Kennedy	1,559
Magruder	1,970
R. Montgomery	1,671
Paint Branch	2,125
Poolesville	716
Quince Orchard	2,355
Rockville	1,186
Seneca Valley	2,027
Sherwood	1,862
Springbrook	2,291
Watkins Mill	1,866
Wheaton	1,286
Whitman	1,773
Wootton	1,787
Total	37,166

Capacity

100% of Program Capacity With MCPS Anticipated FY96-01 CIP	Capacity Available or (Deficit)
1,500	95
2,800	9
1,498	(134)
1,514	(153)
1,600	124
1,883	(228)
1,480	(130)
1,622	63
1,625	(345)
1,513	(158)
2,237	112
878	162
2,353	(2)
1,273	87
2,291	264
2,010	148
2,469	178
1,788	(98)
1,205	(81)
1,548	(225)
1,558	(229)
36,625	(541)

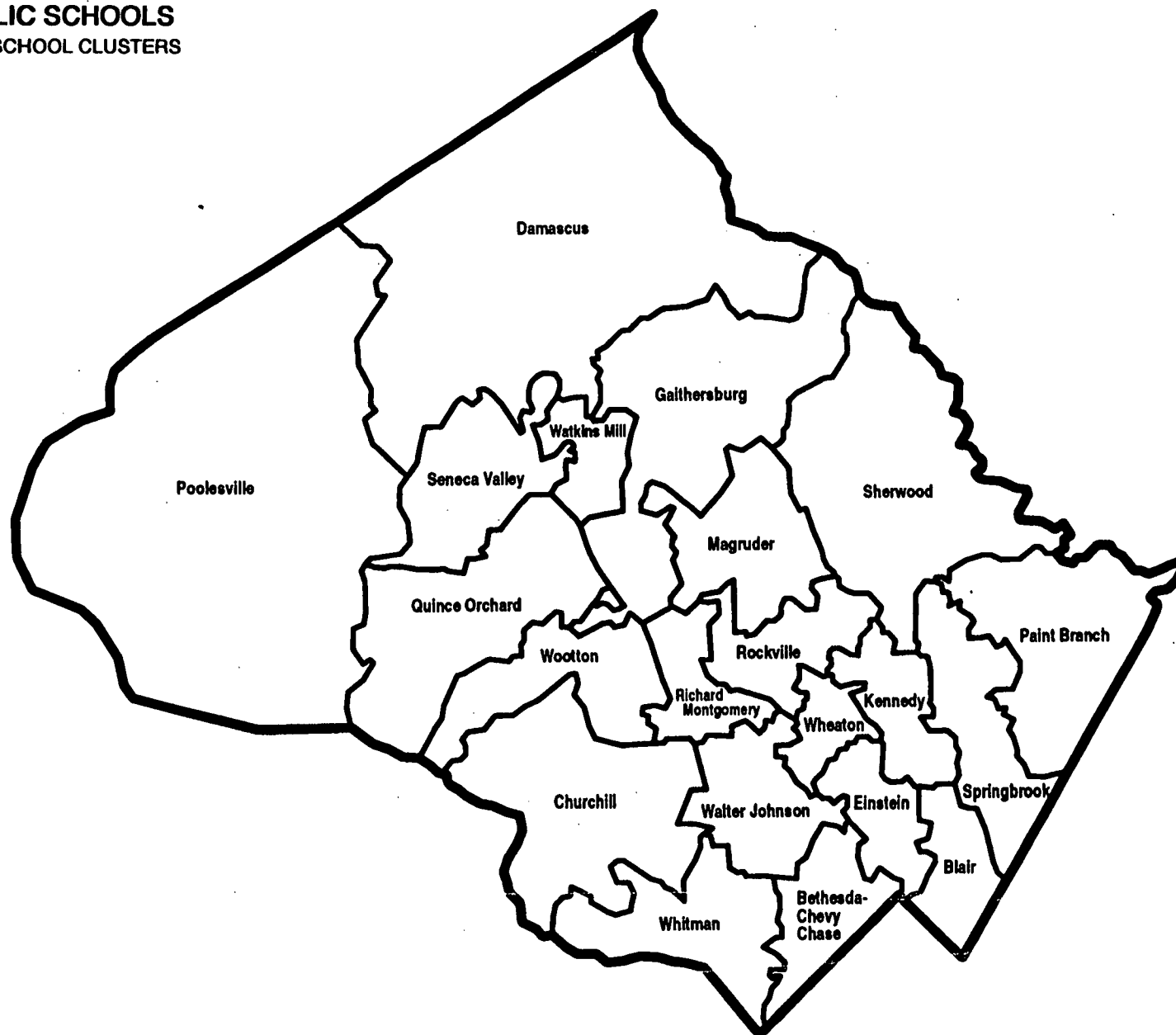
AGP Test

110% of Program Capacity With MCPS Anticipated FY96-01 CIP	AGP Test 1: What is Number of Students Below or (Above) 110% Capacity?	AGP Test 2: If Enrollment is More than 110% of Capacity, What is an Adjacent Cluster with Sufficient Capacity?	AGP Test Result - Capacity is:
1,850	245	---	Adequate
3,080	289	---	Adequate
1,648	16	---	Adequate
1,665	(2)	Poolesville (250)	Adequate
1,760	284	---	Adequate
2,071	(40)	Watkins Mill (79)	Adequate
1,628	18	---	Adequate
1,784	225	---	Adequate
1,788	(182)	Sherwood (349)	Adequate
1,664	(7)	Rockville (214)	Adequate
2,461	336	---	Adequate
966	250	---	Adequate
2,588	233	---	Adequate
1,400	214	---	Adequate
2,520	493	---	Adequate
2,211	349	---	Adequate
2,716	425	---	Adequate
1,945	79	---	Adequate
1,326	40	---	Adequate
1,703	(70)	Bethesda/Chevy Chase (245)	Adequate
1,714	(73)	Quince Orchard (233)	Adequate
40,288	3,122		

Enrollment projections by Montgomery County Public Schools, April 1995.
Cluster capacities based upon tentative County Council action on the FY96-01 CIP.

**MONTGOMERY COUNTY
PUBLIC SCHOOLS
HIGH SCHOOL CLUSTERS**

18

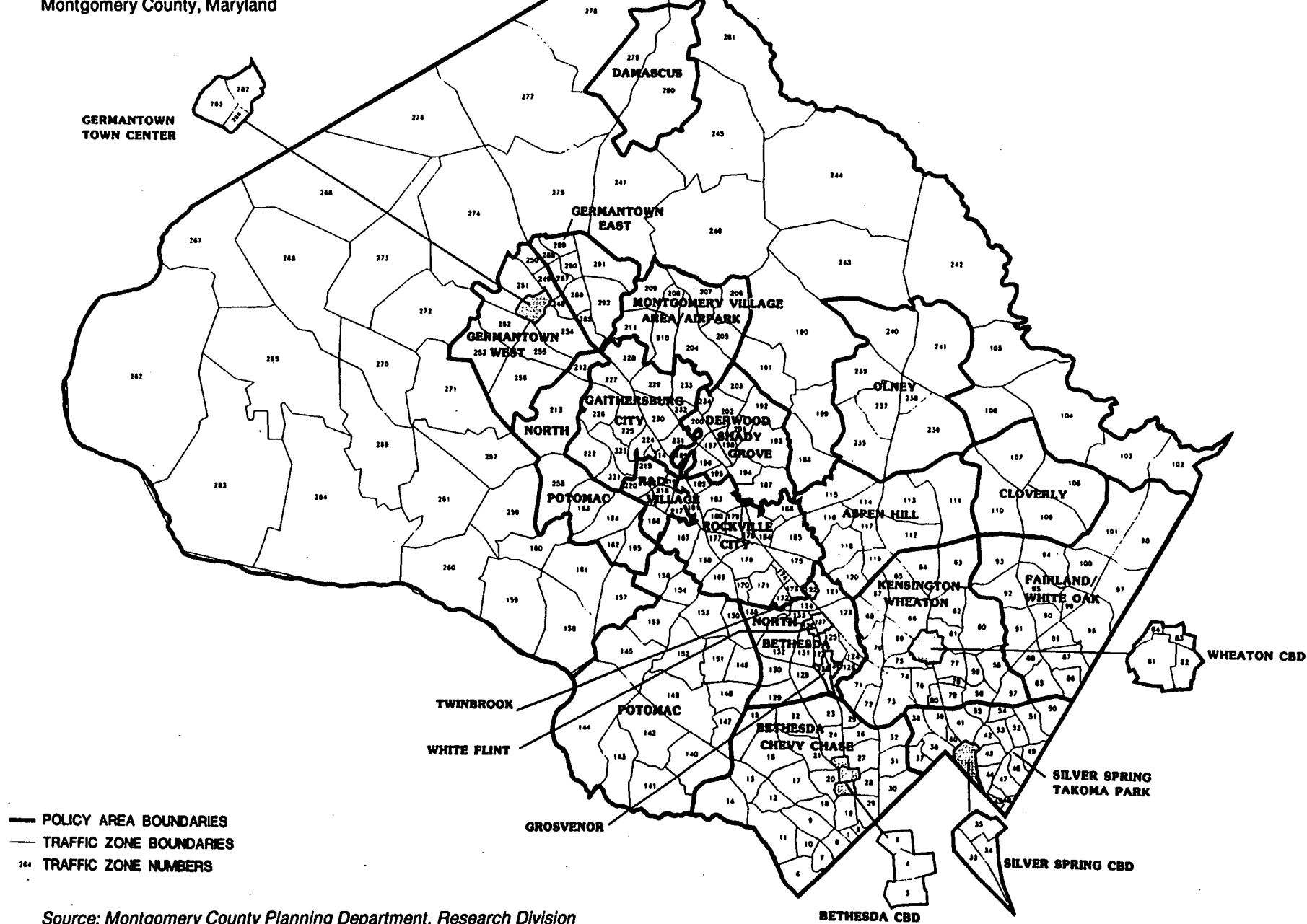


Source: Montgomery County Public Schools

APPENDIX 1

Policy Area Profiles and Maps

Montgomery County, Maryland



Source: Montgomery County Planning Department, Research Division

APPENDIX 1: POLICY AREA PROFILES AND MAPS

This section provides an overall accounting of the balance (or imbalance) of transportation capacity and development activity in individual policy areas. It includes data relating to the setting of staging ceilings as well as the amount of existing and approved residential and non-residential development. This summary data is accompanied a map of each policy area.

In presenting this information, the tables use the following terms:

Regional Transit Accessibility: This number is a measure of how well the transit network connects jobs and houses. More specifically, it is a measure of how well the policy area's houses are connected by transit to the region's jobs and how well the region's houses are connected by transit to jobs in the policy area. Regional Transit Accessibility (RTA) is a number between zero and one, with zero being the best.

Average Congestion Index (Auto): This is the standard for auto congestion on the policy area's local roads and it is defined as the average volume-to-capacity ratio for roadway segments on major highways, arterials, and selected primary residential streets, weighted by the vehicle miles of travel on those roadway segments. Like Regional Transit Accessibility, it is a number between 0 and 1 with zero being the best.

Transit Mode Share and Auto Mode Share: Mode share is the the percentage of persons who travel by a certain mode, such as auto, transit, bicycling, or walking. Transit mode share includes all non-auto modes of travel.

Gross Ceiling: The number of jobs and housing units that can be supported by the existing and programmed transportation network.

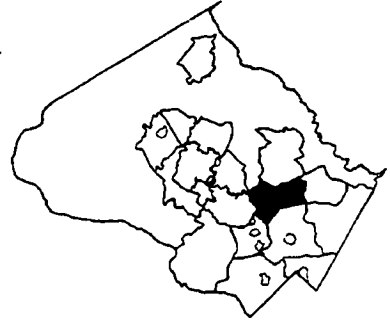
1994 Base: This number is the total number of existing jobs and housing units in the policy area as of January 1, 1994. It includes *preliminary* completion totals for calendar 1993, which are subject to change.

Pipeline (3/31/95): This is the total number of approved but not yet constructed jobs and housing units in the policy area. It includes all development approved as of March 31, 1995. It also includes development completed after January 1, 1994.

Net Remaining Capacity: This is the policy area's capacity for new jobs and housing subdivision approvals. When the net remaining capacity is zero or a negative number, new subdivisions cannot be approved unless improvements to the transportation network are made, except under certain limited circumstances.

Queue: The number of jobs or housing units awaiting subdivision approval.

Jobs/Housing Ratio: A jobs/housing ratio of 1.5 is considered balanced, since there are, on average, 1.5 workers per household. The main factor governing a policy area's jobs/housing ratio is the area's zoning, which is based upon many important factors in addition to usage of the transportation network.



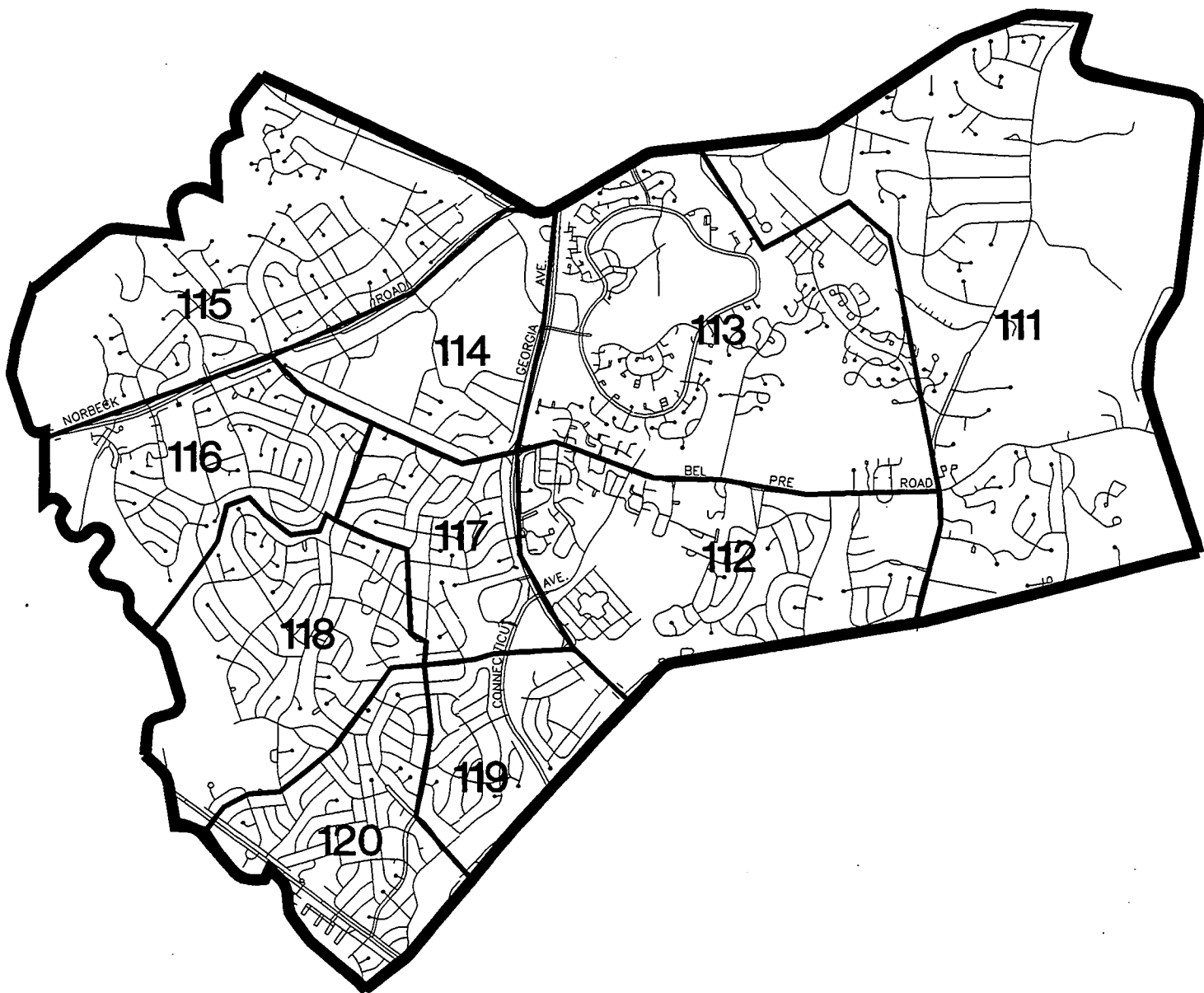
ASPEN HILL

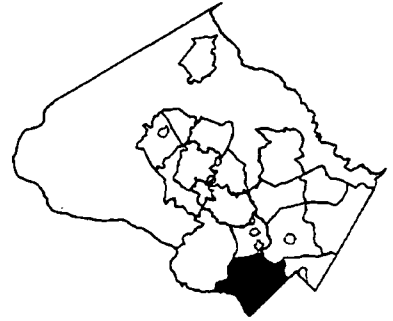
Regional Transit Accessibility: 0.38
 Transit Mode Share: 0.11
 Average Congestion Index (Auto): 0.61
 Auto Mode Share: 0.89
 Moratorium for: *Housing*
 Moratorium due to: *Existing Base of Development*

Aspen Hill Ceilings	Jobs	Housing
<i>FY95 Gross Ceiling</i>	6,497	18,063
<i>1994 Base</i>	6,344	22,378
<i>Pipeline (3/31/95)</i>	14	2,282
<i>FY95 Net Remaining</i>	139	-6,597
<i>Draft FY96 Gross Ceiling</i>	6,497	18,063
<i>Draft FY96 Net Remaining</i>	139	-6,597

Aspen Hill Profile	Number	Rank
<i>Draft Job Queue (3/31/95)</i>	0	19
<i>Draft Housing Queue (3/31/95)</i>	98	11
<i>Jobs/Housing Ratio</i>	0.29	22
<i>Land Area in Square Miles</i>	12.54	6

ASPEN HILL POLICY AREA
BY TRAFFIC ZONES





BETHESDA/CHEVY CHASE and BETHESDA CBD

Regional Transit Accessibility: 0.10
 Transit Mode Share: 0.23
 Average Congestion Index (Auto): 0.73
 Auto Mode Share: 0.77
 Not in Moratorium

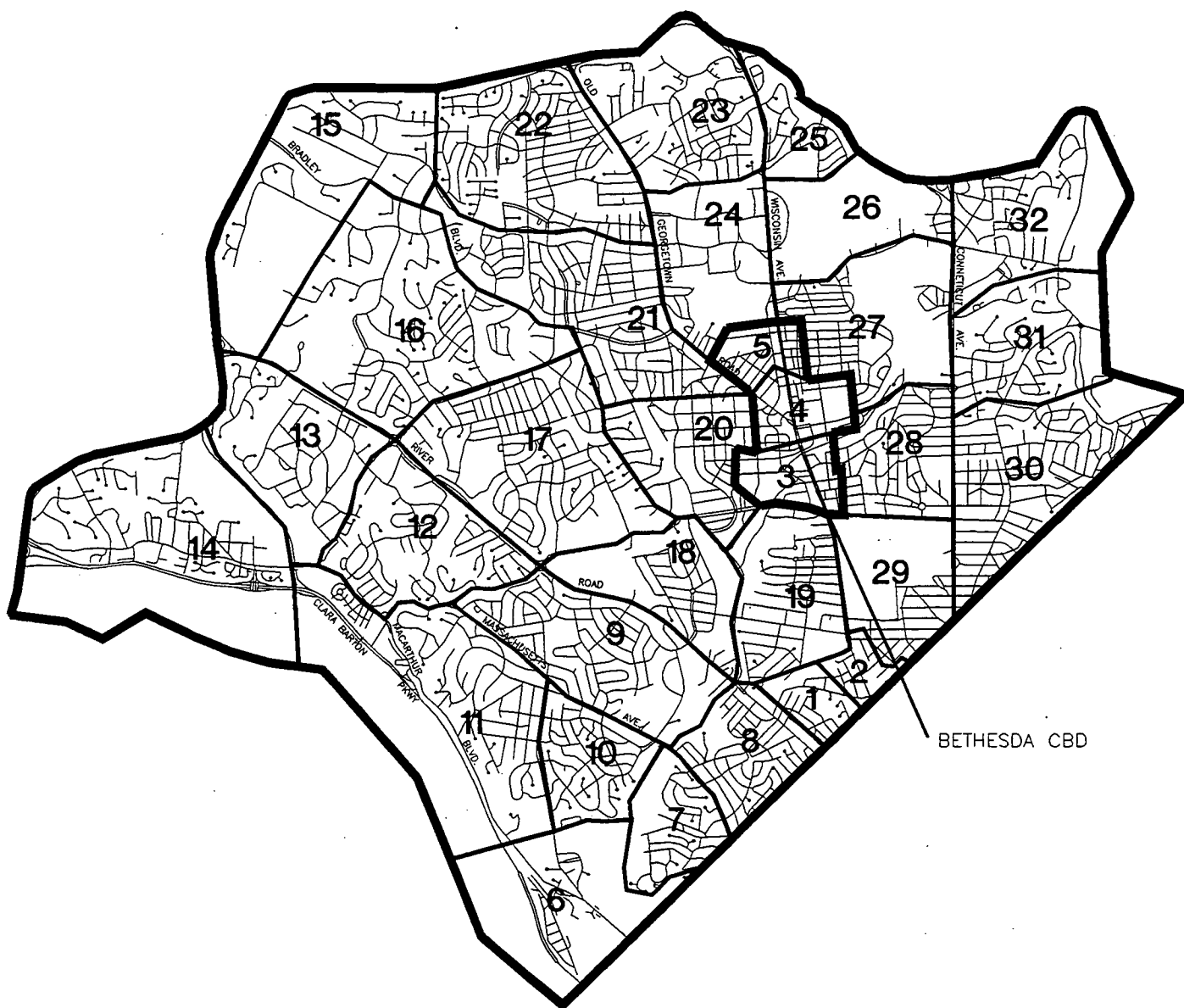
Bethesda/Chevy Chase Ceilings	Jobs	Housing
FY95 Gross Ceiling	51,298	38,623
1994 Base	45,451	30,767
Pipeline (3/31/95)	2,638	993
FY95 Net Remaining	3,209	6,863
Draft FY96 Gross Ceiling	51,298	38,623
Draft FY96 Net Remaining	3,209	6,863

Bethesda/Chevy Chase Profile	Number	Rank
Draft Job Queue (3/31/95)	29	18
Draft Housing Queue (3/31/95)	463	4
Jobs/Housing Ratio	1.48	12
Land Area in Square Miles	20.17	3

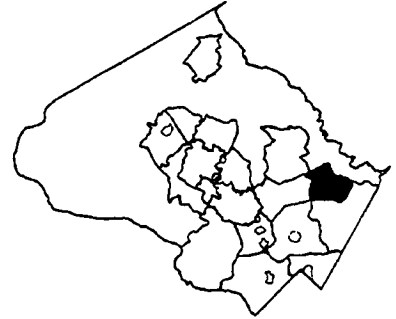
Bethesda CBD Ceilings	Jobs	Housing
FY95 Gross Ceiling	45,464	8,401
1994 Base	38,480	4,978
Pipeline (3/31/95)	1,679	223
FY95 Net Remaining	5,295	3,200
Draft FY96 Gross Ceiling	45,464	8,401
Draft FY96 Net Remaining	5,295	3,200

Bethesda CBD Profile	Number	Rank
Draft Job Queue (3/31/95)	2,329	4
Draft Housing Queue (3/31/95)	100	10
Jobs/Housing Ratio	7.73	4
Land Area in Square Miles	.66	20

**BETHESDA / CHEVY CHASE POLICY AREA
INCLUDING BETHESDA CBD
BY TRAFFIC ZONES**



CLOVERLY

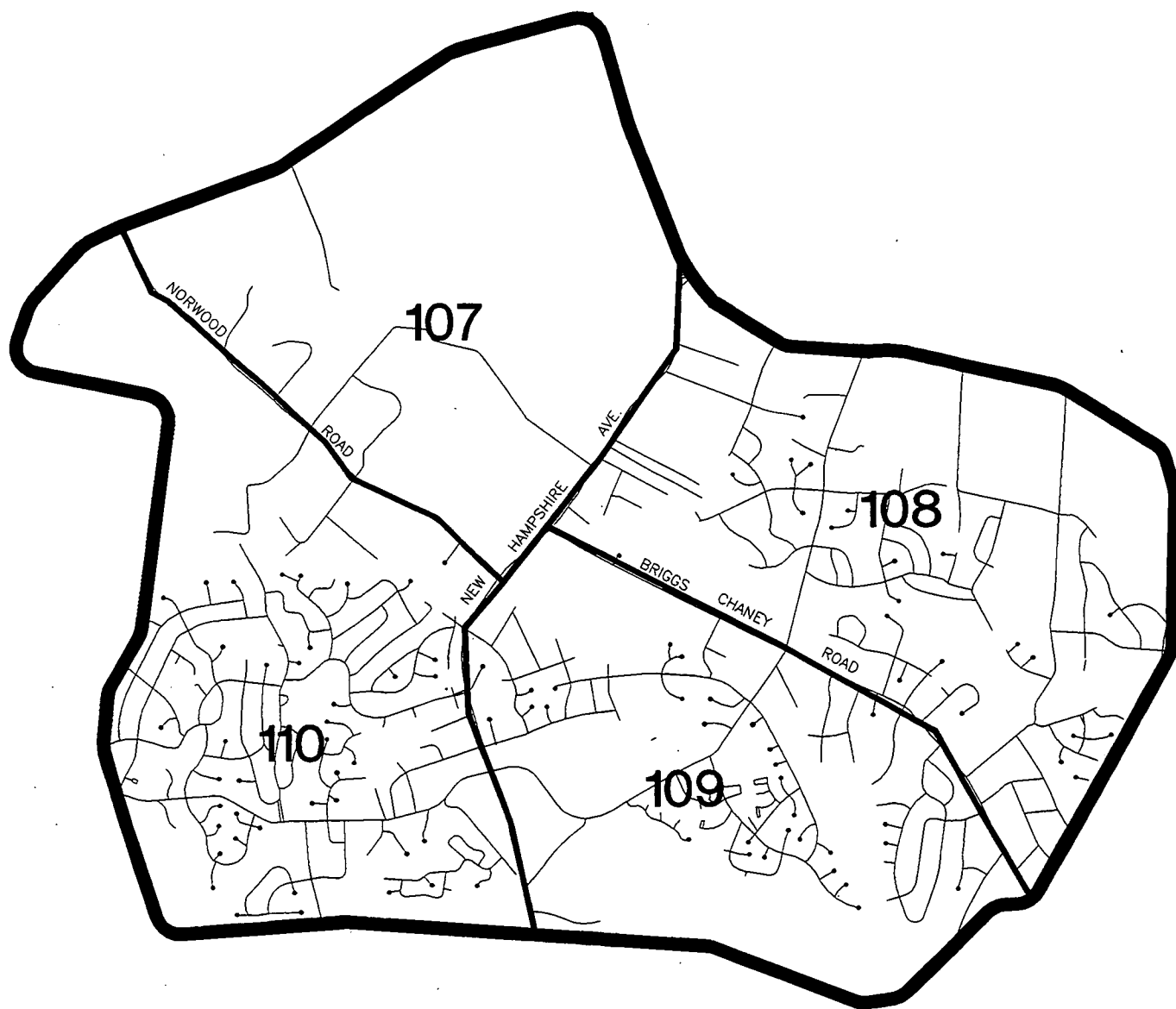


Regional Transit Accessibility: 0.83
Transit Mode Share: 0.06
Average Congestion Index (Auto): 0.57
Auto Mode Share: 0.94
Moratorium for: *Jobs and Housing*
Moratorium due to: *Pipeline Plus Existing Base of Development*

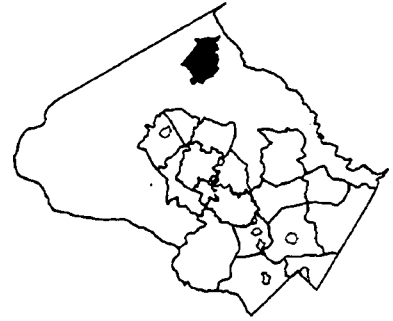
Cloverly Ceilings	Jobs	Housing
FY95 Gross Ceiling	892	4,937
1994 Base	547	4,621
Pipeline (3/31/95)	30	367
FY95 Net Remaining	315	-51
Draft FY96 Gross Ceiling	892	4,937
Draft FY96 Net Remaining	315	-51

Cloverly Profile	Number	Rank
Draft Job Queue (3/31/95)	0	23
Draft Housing Queue (3/31/95)	571	2
Jobs/Housing Ratio	0.12	24
Land Area in Square Miles	9.96	11

CLOVERLY POLICY AREA BY TRAFFIC ZONES



DAMASCUS

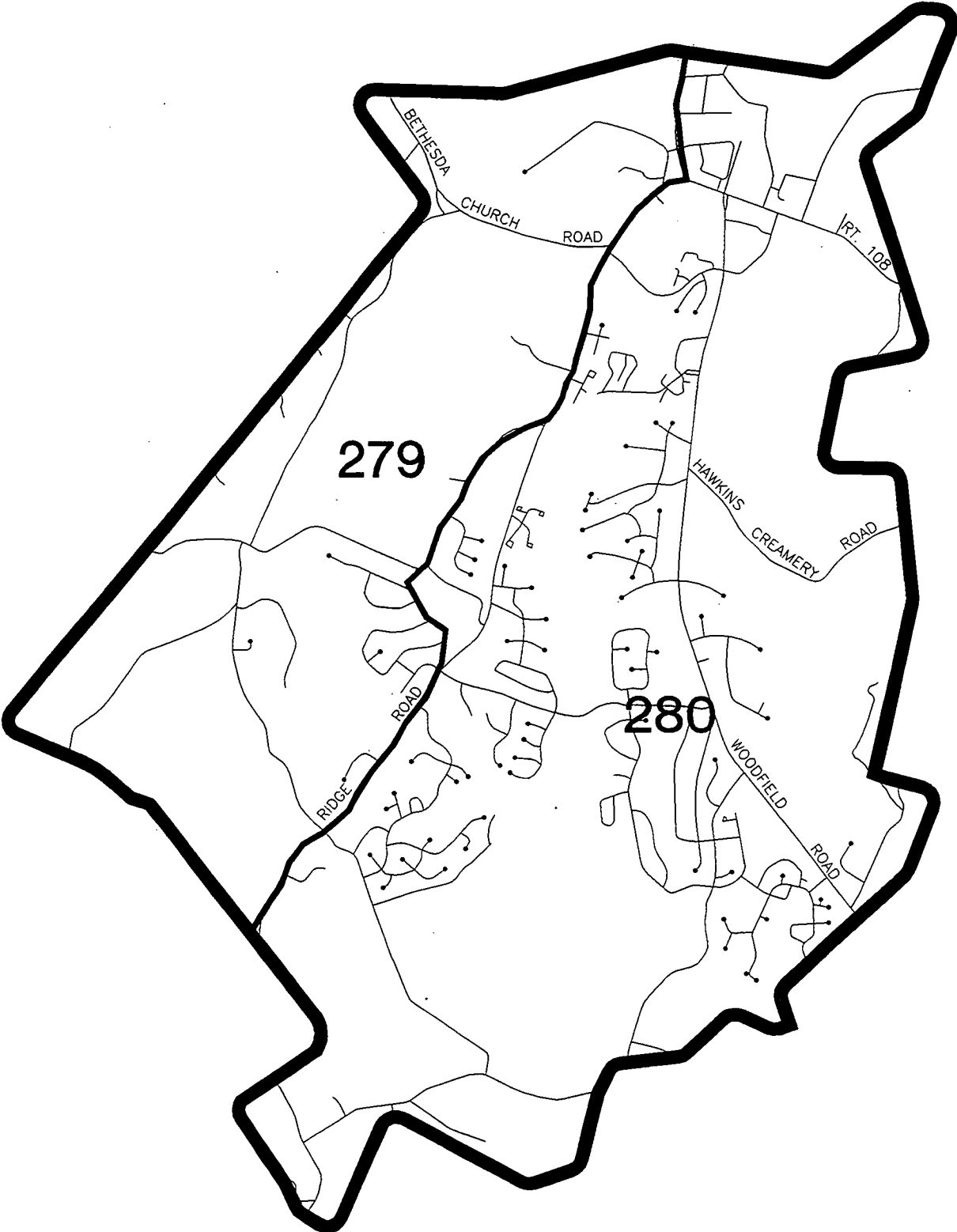


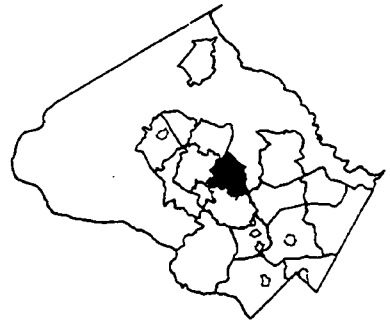
Regional Transit Accessibility: 0.96
 Transit Mode Share: 0.07
 Average Congestion Index (Auto): 0.56
 Auto Mode Share: 0.93
 Moratorium for: *Housing*
 Moratorium due to: *Existing Base of Development*

Damascus Ceilings	Jobs	Housing
FY95 Gross Ceiling	2,218	1,773
1994 Base	2,025	2,541
Pipeline (3/31/95)	163	394
FY95 Net Remaining	30	-1,162
Draft FY96 Gross Ceiling	2,218	1,773
Draft FY96 Net Remaining	30	-1,162

Damascus Profile	Number	Rank
Draft Job Queue (3/31/95)	868	6
Draft Housing Queue (3/31/95)	73	12
Jobs/Housing Ratio	0.78	14
Land Area in Square Miles	9.60	13

DAMASCUS POLICY AREA
BY TRAFFIC ZONES





DERWOOD/SHADY GROVE

Regional Transit Accessibility: 0.65

Transit Mode Share: 0.17

Average Congestion Index (Auto): 0.57

Auto Mode Share: 0.83

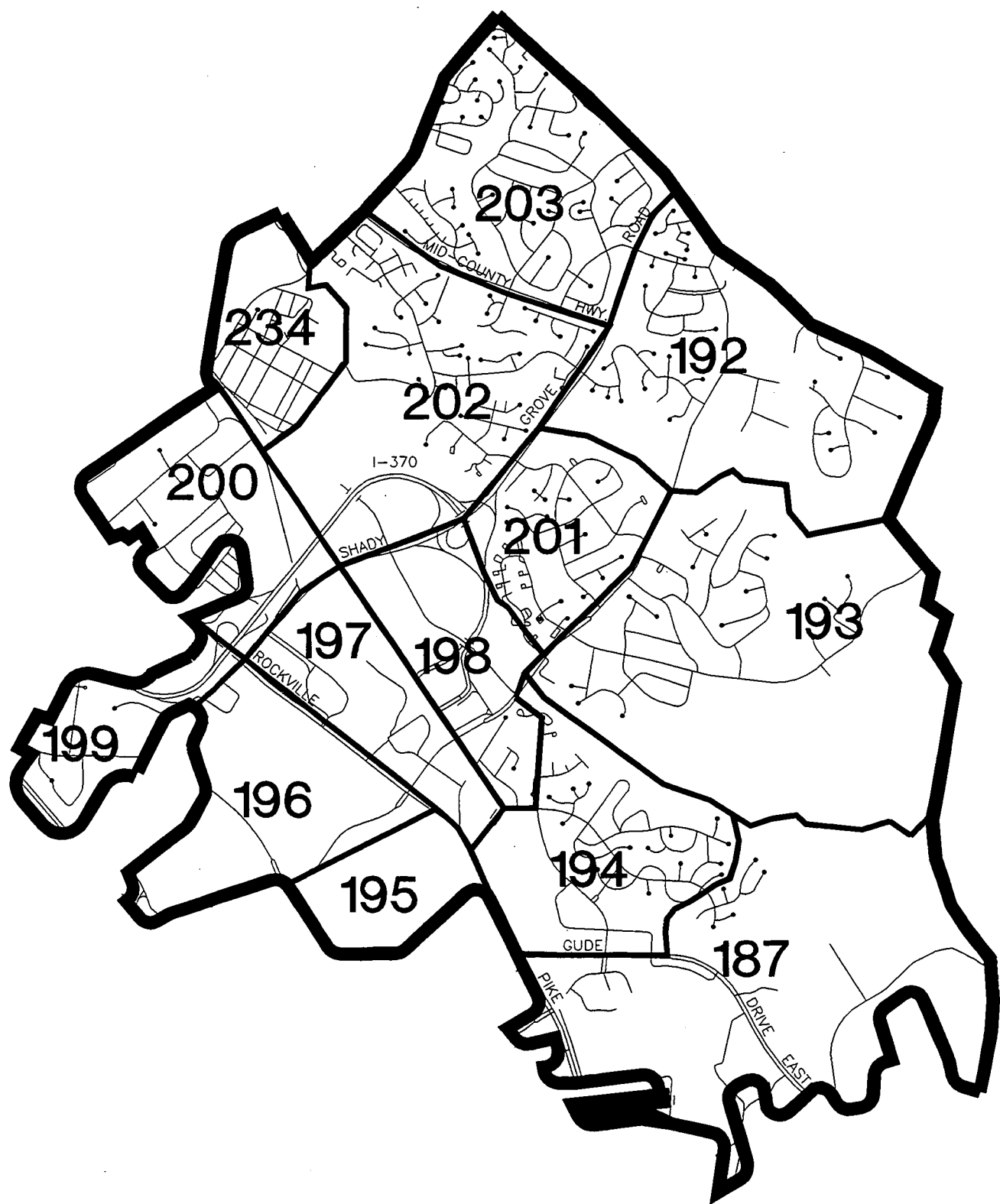
Moratorium for: Jobs

Moratorium due to: Pipeline Plus Existing Base of Development

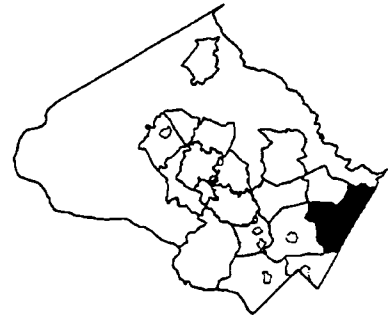
Derwood/Shady Grove Ceilings	Jobs	Housing
FY95 Gross Ceiling	25,088	7,142
1994 Base	23,195	5,683
Pipeline (3/31/95)	2,569	84
FY95 Net Remaining	-676	1,375
Draft FY96 Gross Ceiling	25,088	7,142
Draft FY96 Net Remaining	-676	1,375

Derwood/Shady Grove Profile	Number	Rank
Draft Job Queue (3/31/95)	5,263	3
Draft Housing Queue (3/31/95)	174	8
Jobs/Housing Ratio	4.09	9
Land Area in Square Miles	9.12	14

DERWOOD / SHADY GROVE POLICY AREA
BY TRAFFIC ZONES



FAIRLAND/WHITE OAK

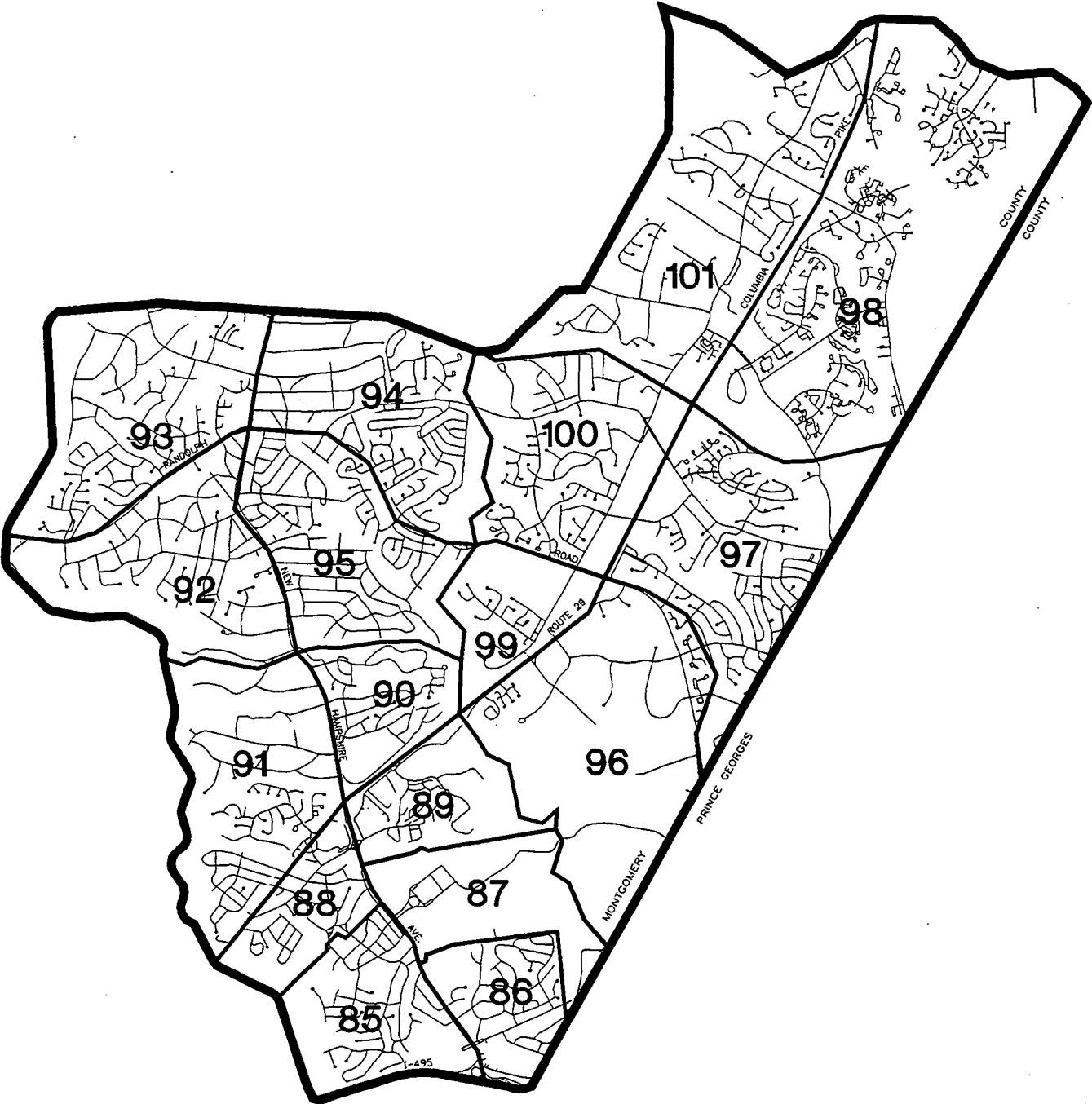


Regional Transit Accessibility: 0.55
 Transit Mode Share: 0.14
 Average Congestion Index (Auto): 0.59
 Auto Mode Share: 0.86
 Moratorium for: *Jobs and Housing*
 Moratorium due to: *Existing Base of Development*

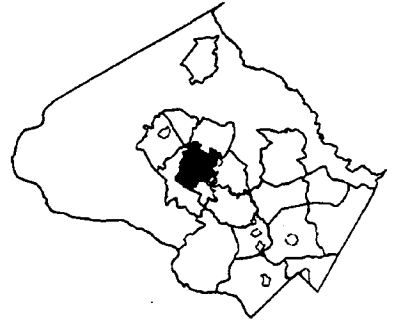
Fairland/White Oak Ceilings	Jobs	Housing
<i>FY95 Gross Ceiling</i>	22,639	22,531
<i>1994 Base</i>	25,371	25,577
<i>Pipeline (3/31/95)</i>	5,879	962
<i>FY95 Net Remaining</i>	-8,611	-4,008
<i>Draft FY96 Gross Ceiling</i>	22,639	22,531
<i>Draft FY96 Net Remaining</i>	-8,611	-4,008

Fairland/White Oak Profile	Number	Rank
<i>Draft Job Queue (3/31/95)</i>	171	15
<i>Draft Housing Queue (3/31/95)</i>	759	1
<i>Jobs/Housing Ratio</i>	.98	13
<i>Land Area in Square Miles</i>	20.87	2

FAIRLAND / WHITE OAK POLICY AREA
BY TRAFFIC ZONES



CITY OF GAITHERSBURG



Regional Transit Accessibility: 0.70

Transit Mode Share: 0.16

Average Congestion Index (Auto): 0.56

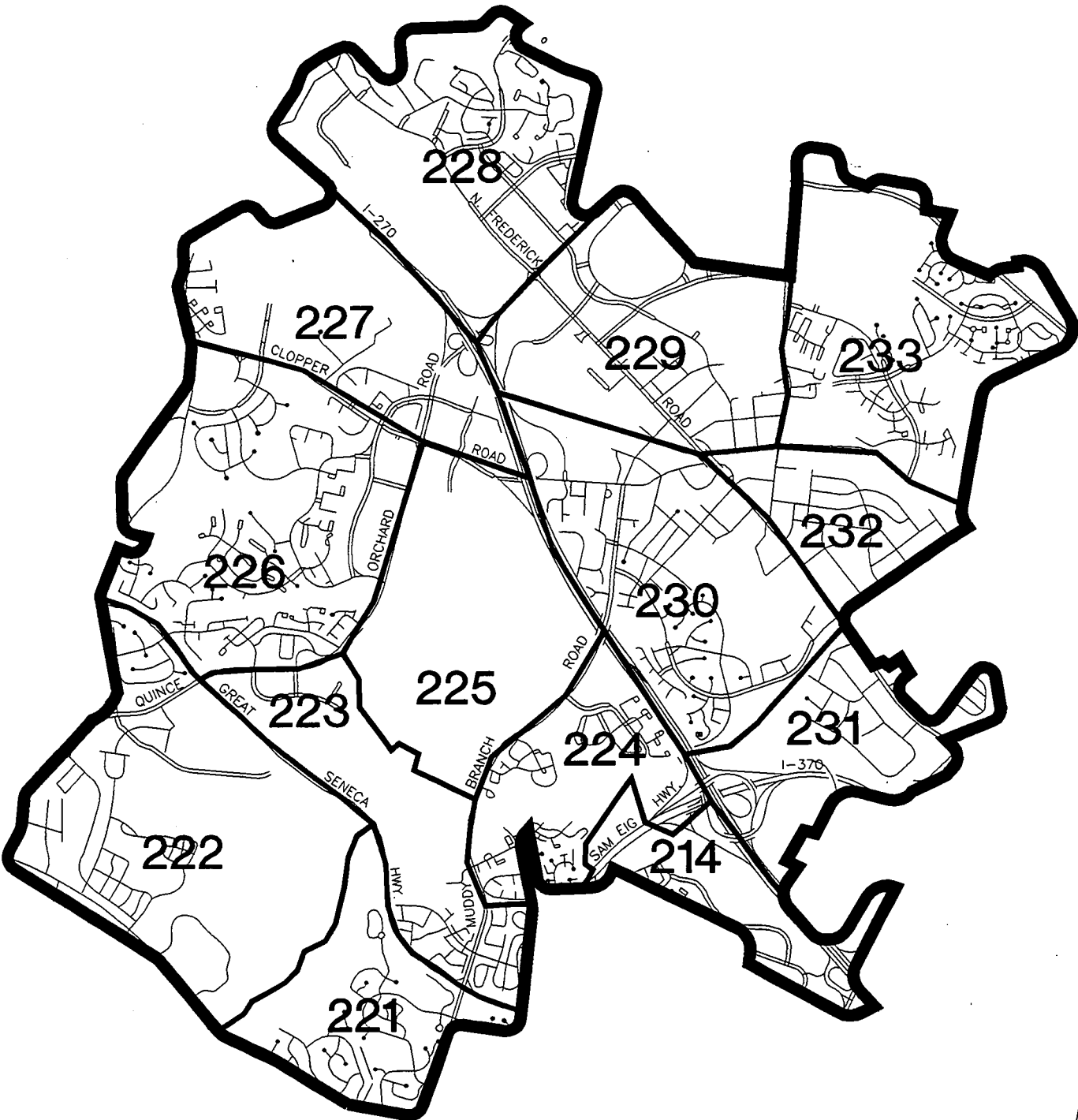
Auto Mode Share: 0.84

Level of Service Exceeded, is Not Subject to County Review

Gaithersburg Ceilings	Jobs	Housing
FY95 Gross Ceiling	54,869	19,756
1994 Base	41,081	18,041
Pipeline (3/31/95)	20,363	1,715
FY95 Net Remaining	-6,575	-909
Draft FY96 Gross Ceiling	54,869	20,006
Draft FY96 Net Remaining	-6,575	-909

Gaithersburg Profile	Number	Rank
Draft Job Queue (3/31/95)	0	19
Draft Housing Queue (3/31/95)	0	19
Jobs/Housing Ratio	2.24	11
Land Area in Square Miles	10.67	9

GAITHERSBURG CITY POLICY AREA
BY TRAFFIC ZONES





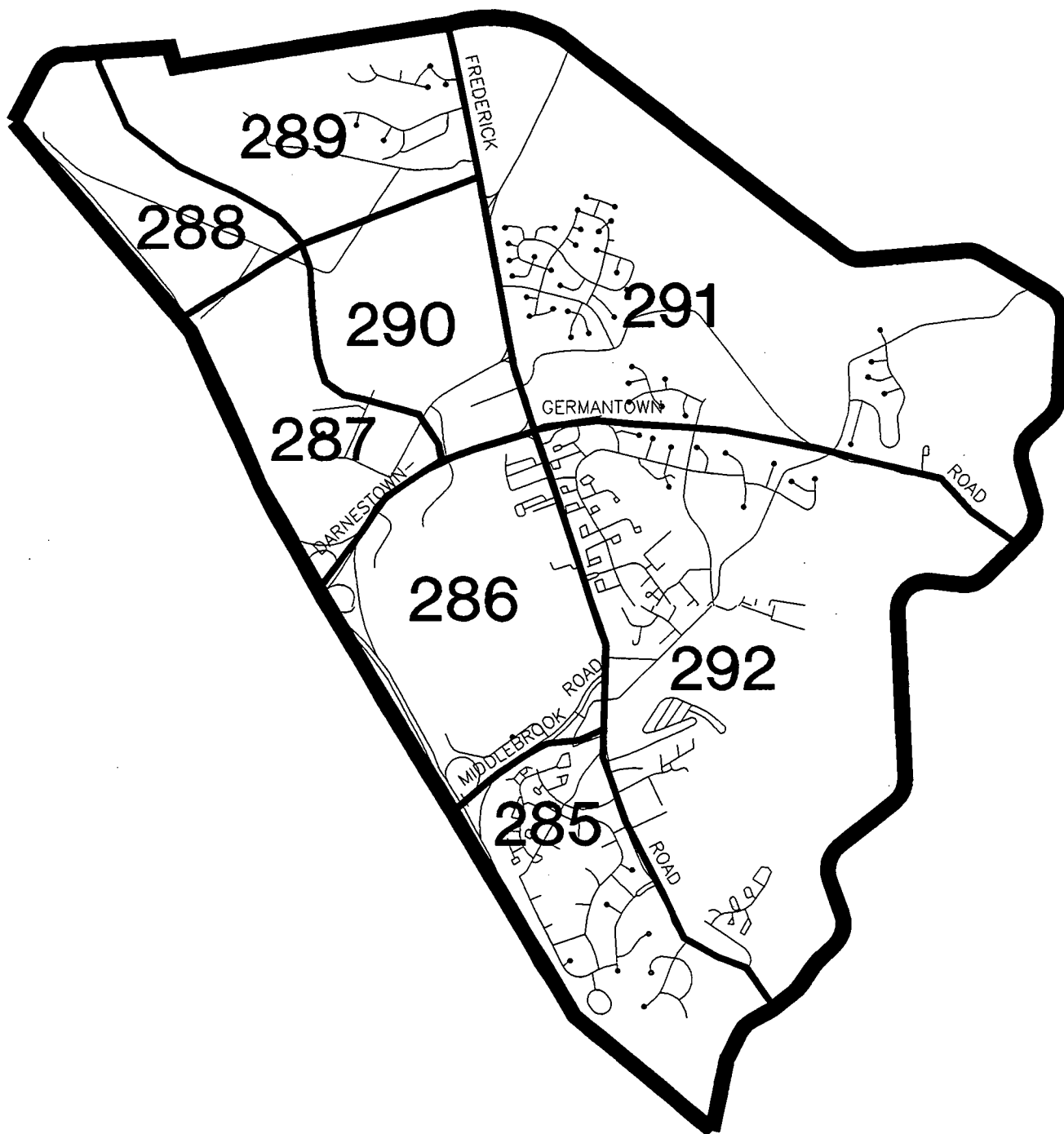
GERMANTOWN EAST

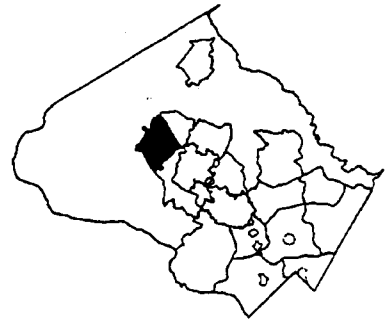
Regional Transit Accessibility: 0.81
 Transit Mode Share: 0.07
 Average Congestion Index (Auto): 0.57
 Auto Mode Share: 0.88
 Not in Moratorium

Germantown East Ceilings	Jobs	Housing
FY95 Gross Ceiling	18,317	9,061
1994 Base	3,537	5,121
Pipeline (3/31/95)	14,954	3,812
FY95 Net Remaining	-174	128
Draft FY96 Gross Ceiling	18,817	10,561
Draft FY96 Net Remaining	326	1,628

Germantown East Profile	Number	Rank
Draft Job Queue (3/31/95)	10,406	1
Draft Housing Queue (3/31/95)	375	5
Jobs/Housing Ratio	0.69	15
Land Area in Square Miles	5.96	17

GERMANTOWN EAST POLICY AREA BY TRAFFIC ZONES





GERMANTOWN WEST and GERMANTOWN TOWN CENTER

Regional Transit Accessibility: 0.82
 Transit Mode Share: 0.12
 Average Congestion Index (Auto): 0.55
 Auto Mode Share: 0.88
 Not in Moratorium

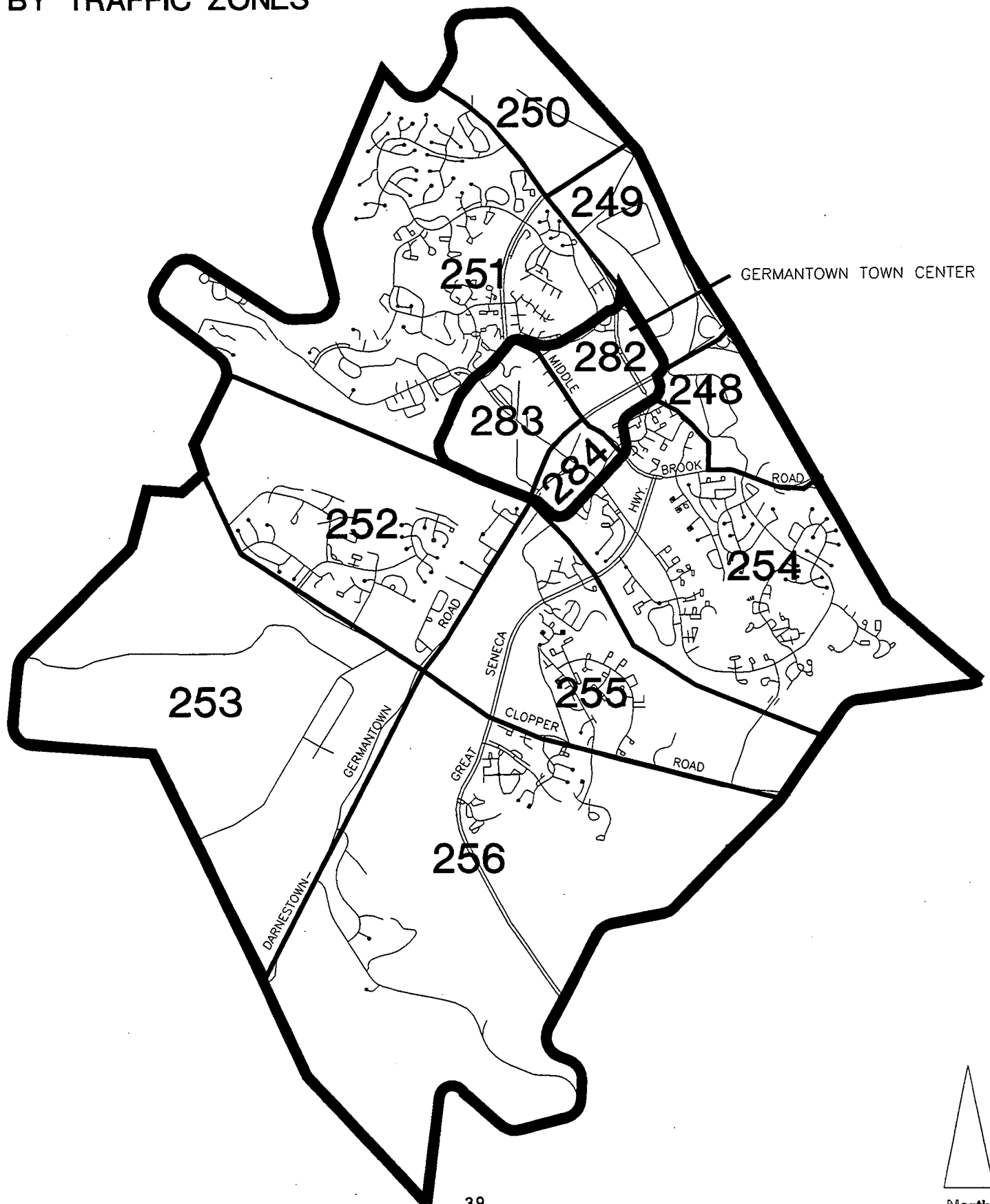
Germantown West Ceilings	Jobs	Housing
FY95 Gross Ceiling	23,600	21,629
1994 Base	6,506	14,354
Pipeline (3/31/95)	11,011	7,203
FY95 Net Remaining	6,083	72
Draft FY96 Gross Ceiling	23,600	22,629
Draft FY96 Net Remaining	6,083	1,072

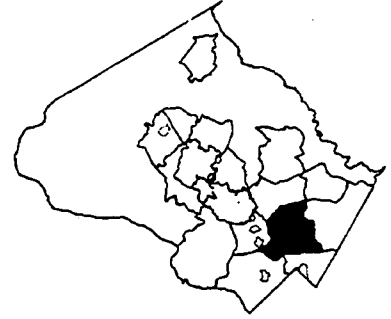
Germantown West Profile	Number	Rank
Draft Job Queue (3/31/95)	4,309	2
Draft Housing Queue (3/31/95)	322	7
Jobs/Housing Ratio	0.45	20
Land Area in Square Miles	10.76	8

Germantown Town Center Ceilings	Jobs	Housing
FY95 Gross Ceiling	9,653	1,911
1994 Base	2,549	14
Pipeline (3/31/95)	3,203	133
FY95 Net Remaining	3,901	1,764
Draft FY96 Gross Ceiling	9,653	1,911
Draft FY96 Net Remaining	3,901	1,764

Germantown Town Center Profile	Number	Rank
Draft Job Queue (3/31/95)	799	7
Draft Housing Queue (3/31/95)	500	3
Jobs/Housing Ratio	283.22	2
Land Area in Square Miles	0.48	22

GERMANTOWN WEST POLICY AREA
INCLUDING GERMANTOWN TOWN CENTER
BY TRAFFIC ZONES





KENSINGTON/WHEATON and WHEATON CBD

Regional Transit Accessibility: 0.09
 Transit Mode Share: 0.17
 Average Congestion Index (Auto): 0.69
 Auto Mode Share: 0.83
 Not in Moratorium

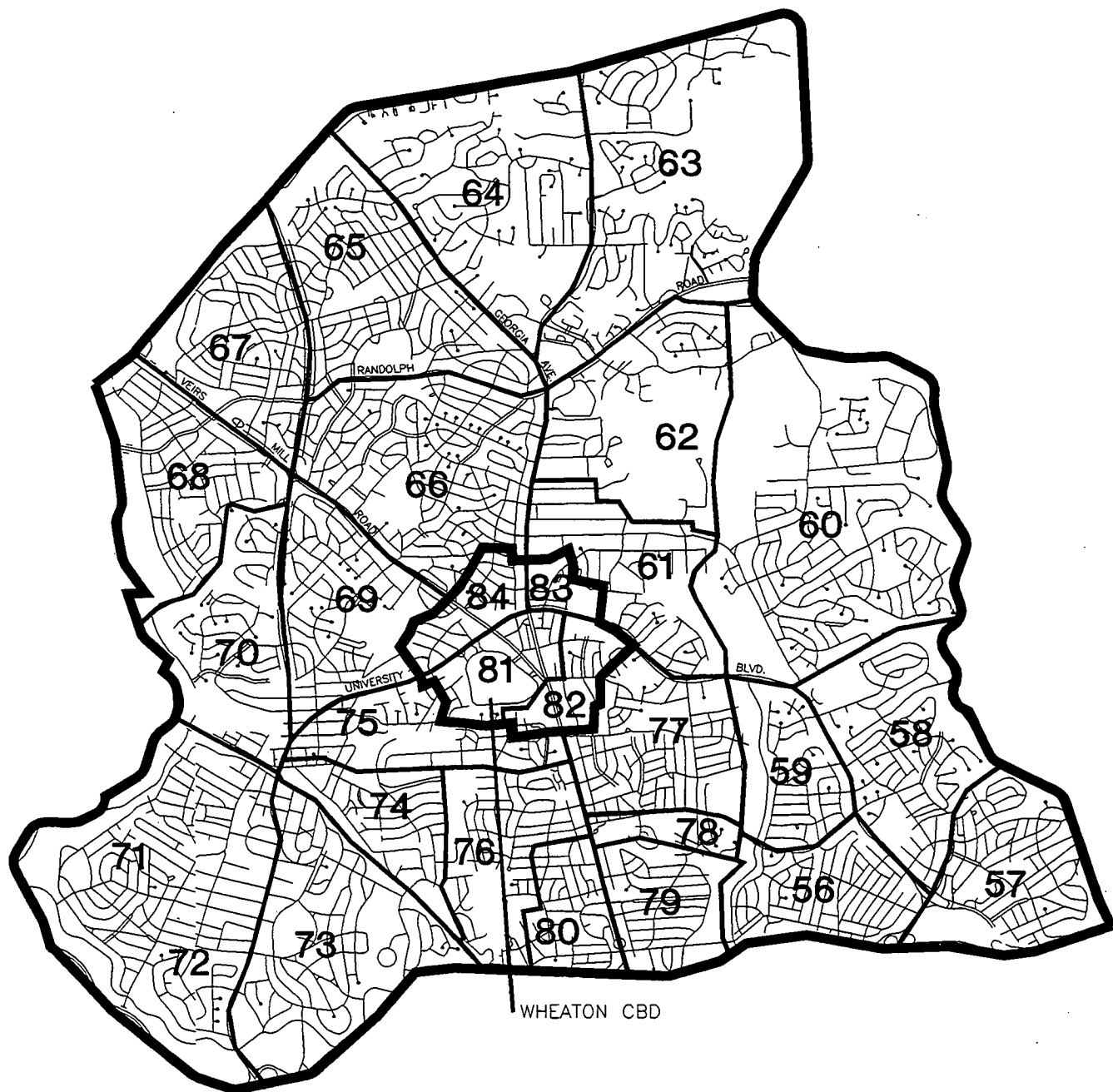
Kensington/Wheaton	Jobs	Housing
FY95 Gross Ceiling	16,261	35,843
1994 Base	13,399	33,405
Pipeline (3/31/95)	272	622
FY95 Net Remaining	2,590	1,812
Draft FY96 Gross Ceiling	16,261	38,843
Draft FY96 Net Remaining	2,590	1,812

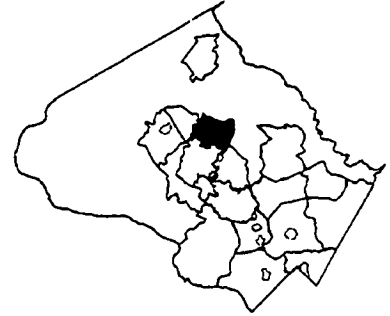
Kensington/Wheaton Profile	Number	Rank
Draft Job Queue (3/31/95)	221	13
Draft Housing Queue (3/31/95)	360	6
Jobs/Housing Ratio	0.40	21
Land Area in Square Miles	18.89	4

Wheaton CBD Ceilings	Jobs	Housing
FY95 Gross Ceiling	11,534	3,306
1994 Base	8,756	1,782
Pipeline (3/31/95)	115	15
FY95 Net Remaining	2,663	1,509
Draft FY96 Gross Ceiling	11,534	3,306
Draft FY96 Net Remaining	2,663	1,509

Wheaton CBD Profile	Number	Rank
Draft Job Queue (3/31/95)	225	12
Draft Housing Queue (3/31/95)	0	19
Jobs/Housing Ratio	4.91	7
Land Area in Square Miles	.76	19

KENSINGTON / WHEATON POLICY AREA INCLUDING WHEATON CBD BY TRAFFIC ZONES





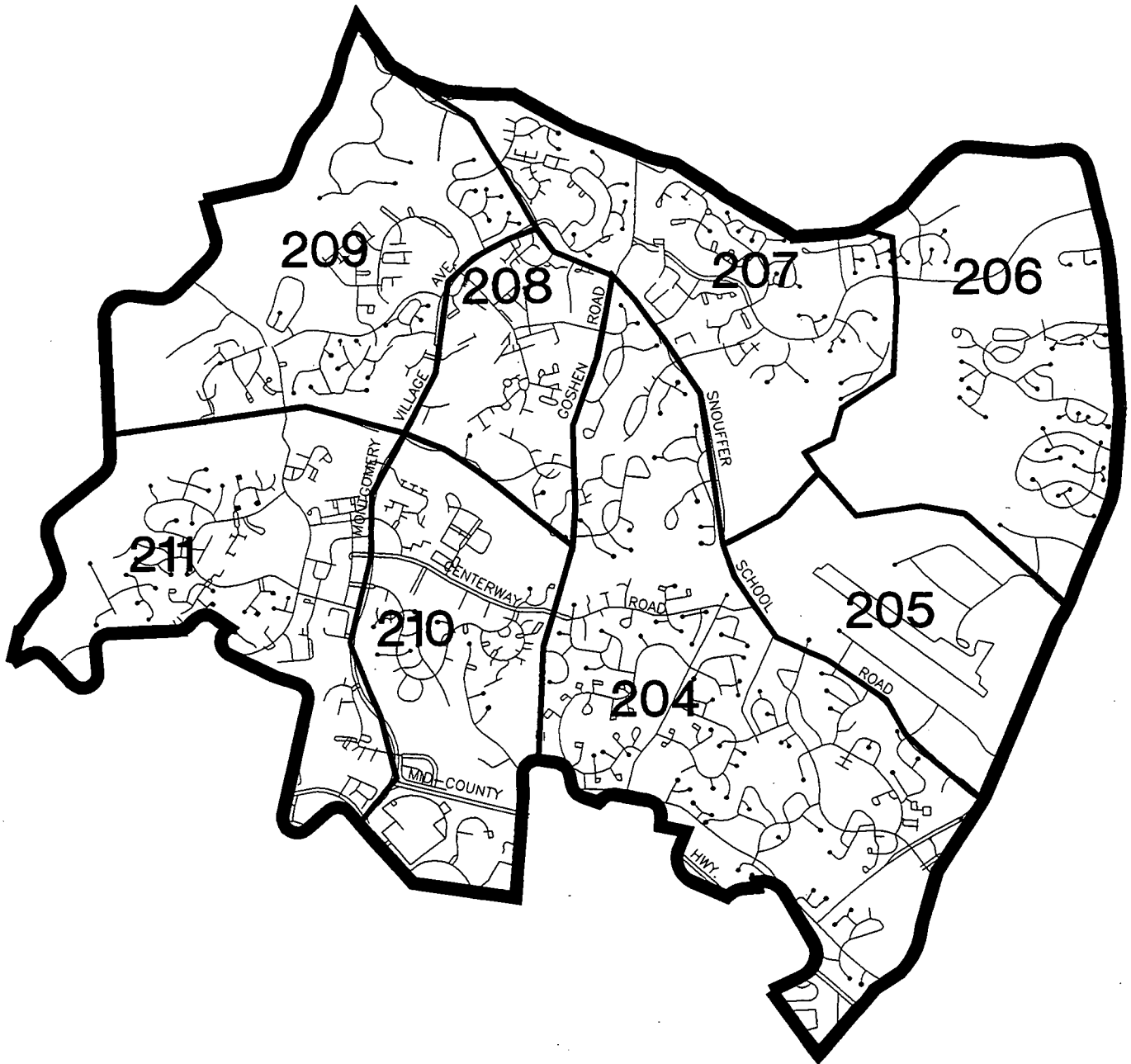
MONTGOMERY VILLAGE/AIRPARK

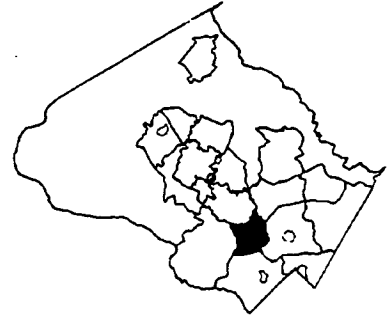
Regional Transit Accessibility: 0.76
 Transit Mode Share: 0.14
 Average Congestion Index (Auto): 0.56
 Auto Mode Share: 0.86
 Moratorium for: *Jobs and Housing*
 Moratorium due to: *Existing Base of Development*

Montgomery Village/Airpark Ceilings	Jobs	Housing
<i>FY95 Gross Ceiling</i>	13,439	10,887
<i>1994 Base</i>	9,497	14,577
<i>Pipeline (3/31/95)</i>	5,684	1,479
<i>FY95 Net Remaining</i>	-1,742	-5,169
<i>Draft FY96 Gross Ceiling</i>	13,439	10,887
<i>Draft FY96 Net Remaining</i>	-1,742	-5,169

Montgomery Village/Airpark Profile	Number	Rank
<i>Draft Job Queue (3/31/95)</i>	475	8
<i>Draft Housing Queue (3/31/95)</i>	22	17
<i>Jobs/Housing Ratio</i>	0.66	16
<i>Land Area in Square Miles</i>	9.82	12

MONTGOMERY VILLAGE / AIRPARK POLICY AREA BY TRAFFIC ZONES





NORTH BETHESDA, GROSVENOR, TWINBROOK, and WHITE FLINT

Regional Transit Accessibility: 0.31
 Transit Mode Share: 0.24
 Average Congestion Index (Auto): 0.67
 Auto Mode Share: 0.76
 Not in Moratorium

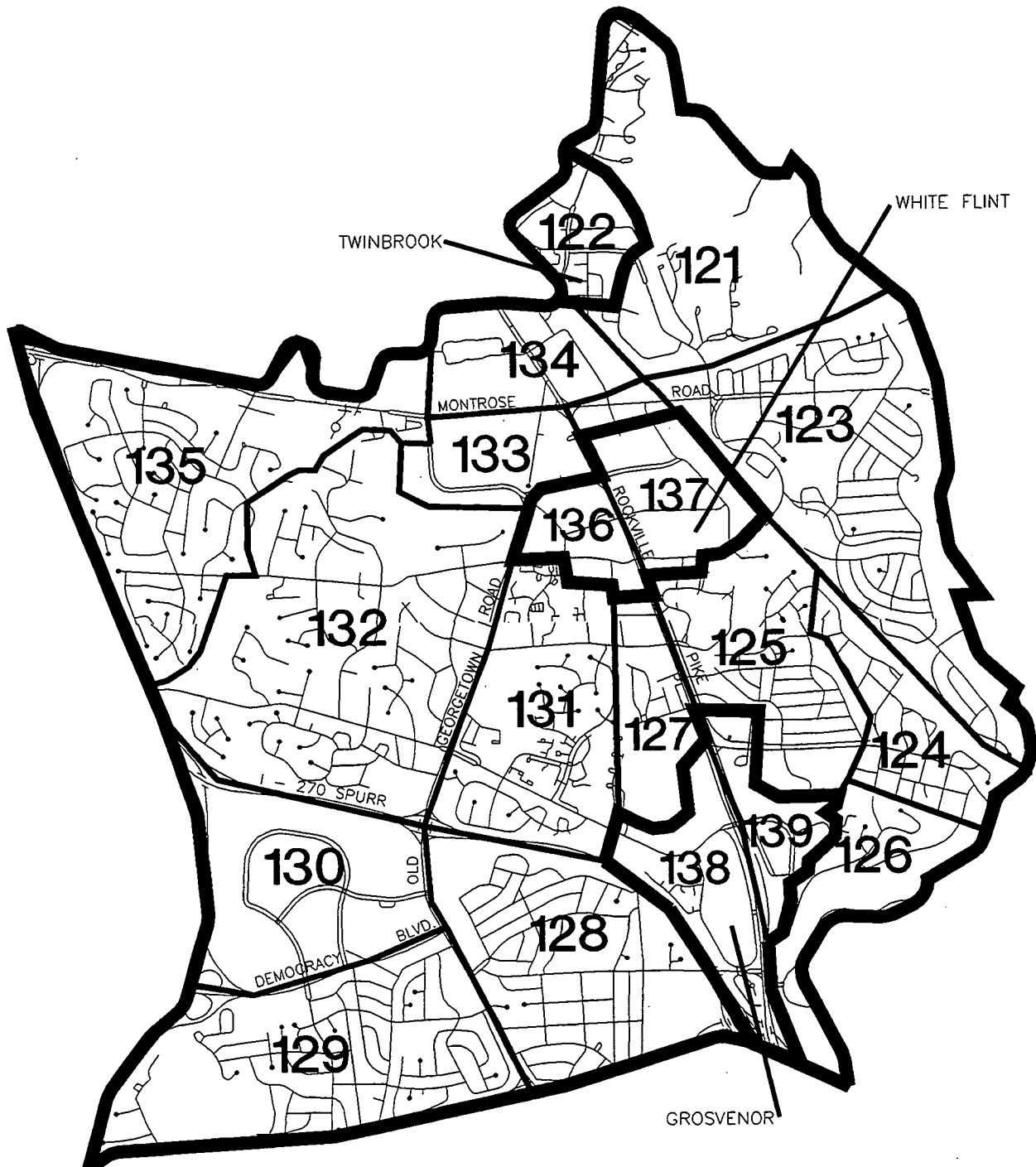
North Bethesda Ceilings	Jobs	Housing
FY95 Gross Ceiling	61,962	14,095
1994 Base	56,591	12,055
Pipeline (3/31/95)	5,371	474
FY95 Net Remaining	472	1,566
Draft FY96 Gross Ceiling	61,962	14,095
Draft FY96 Net Remaining	472	1,566

North Bethesda Profile	Number	Rank
Draft Job Queue (3/31/95)	370	9
Draft Housing Queue (3/31/95)	40	14
Jobs/Housing Ratio	4.61	8
Land Area in Square Miles	8.25	15

Grosvenor Ceilings	Jobs	Housing
FY95 Gross Ceiling	386	4,421
1994 Base	386	3,021
Pipeline (3/31/95)	0	0
FY95 Net Remaining	0	1,400
Draft FY96 Gross Ceiling	386	4,421
Draft FY96 Net Remaining	0	1,400

Grosvenor Profile	Number	Rank
Draft Job Queue (3/31/95)	0	19
Draft Housing Queue (3/31/95)	0	19
Jobs/Housing Ratio	0.13	23
Land Area in Square Miles	.43	23

**NORTH BETHESDA POLICY AREA
INCLUDING TWINBROOK, WHITE FLINT & GROSVENOR
BY TRAFFIC ZONES**



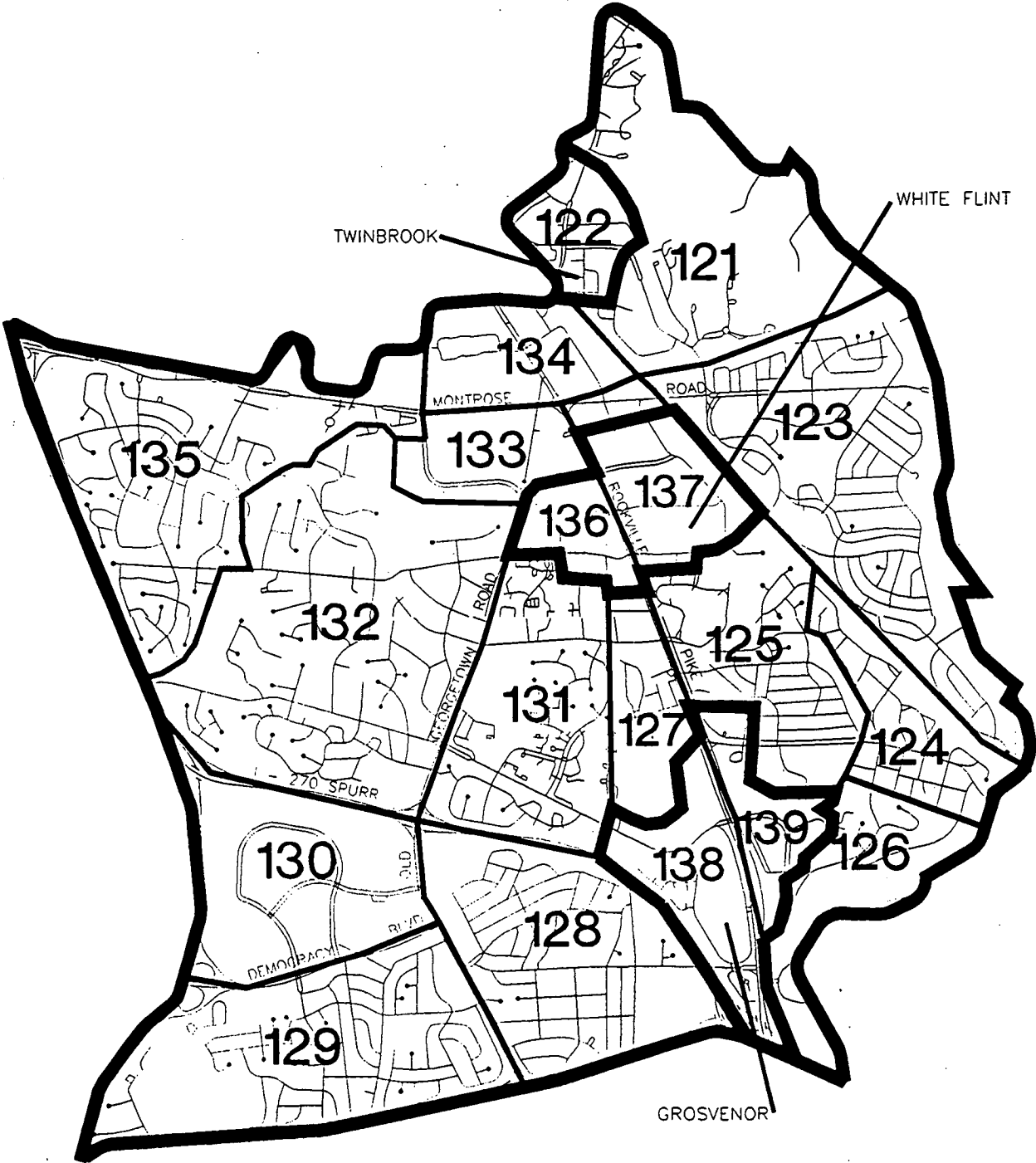
Twinbrook Ceilings	Jobs	Housing
FY95 Gross Ceiling	10,308	306
1994 Base	9,337	6
Pipeline (3/31/95)	0	0
FY95 Net Remaining	971	300
Draft FY96 Gross Ceiling	10,308	306
Draft FY96 Net Remaining	971	300

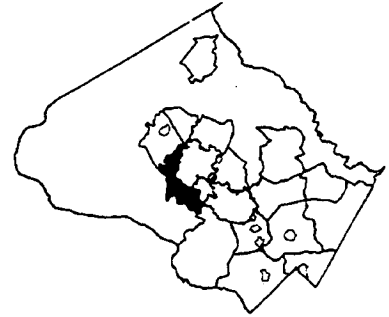
Twinbrook Profile	Number	Rank
Draft Job Queue (3/31/95)	0	19
Draft Housing Queue (3/31/95)	0	19
Jobs/Housing Ratio	1,556.2	1
Land Area in Square Miles	0.16	25

White Flint Ceilings	Jobs	Housing
FY95 Gross Ceiling	9,174	2,095
1994 Base	5,922	395
Pipeline (3/31/95)	187	751
FY95 Net Remaining	3,065	949
Draft FY96 Gross Ceiling	9,174	2,095
Draft FY96 Net Remaining	3,065	949

White Flint Profile	Number	Rank
Draft Job Queue (3/31/95)	0	19
Draft Housing Queue (3/31/95)	0	19
Jobs/Housing Ratio	12.49	3
Land Area in Square Miles	0.37	24

NORTH BETHESDA POLICY AREA
INCLUDING TWINBROOK, WHITE FLINT & GROSVENOR
BY TRAFFIC ZONES





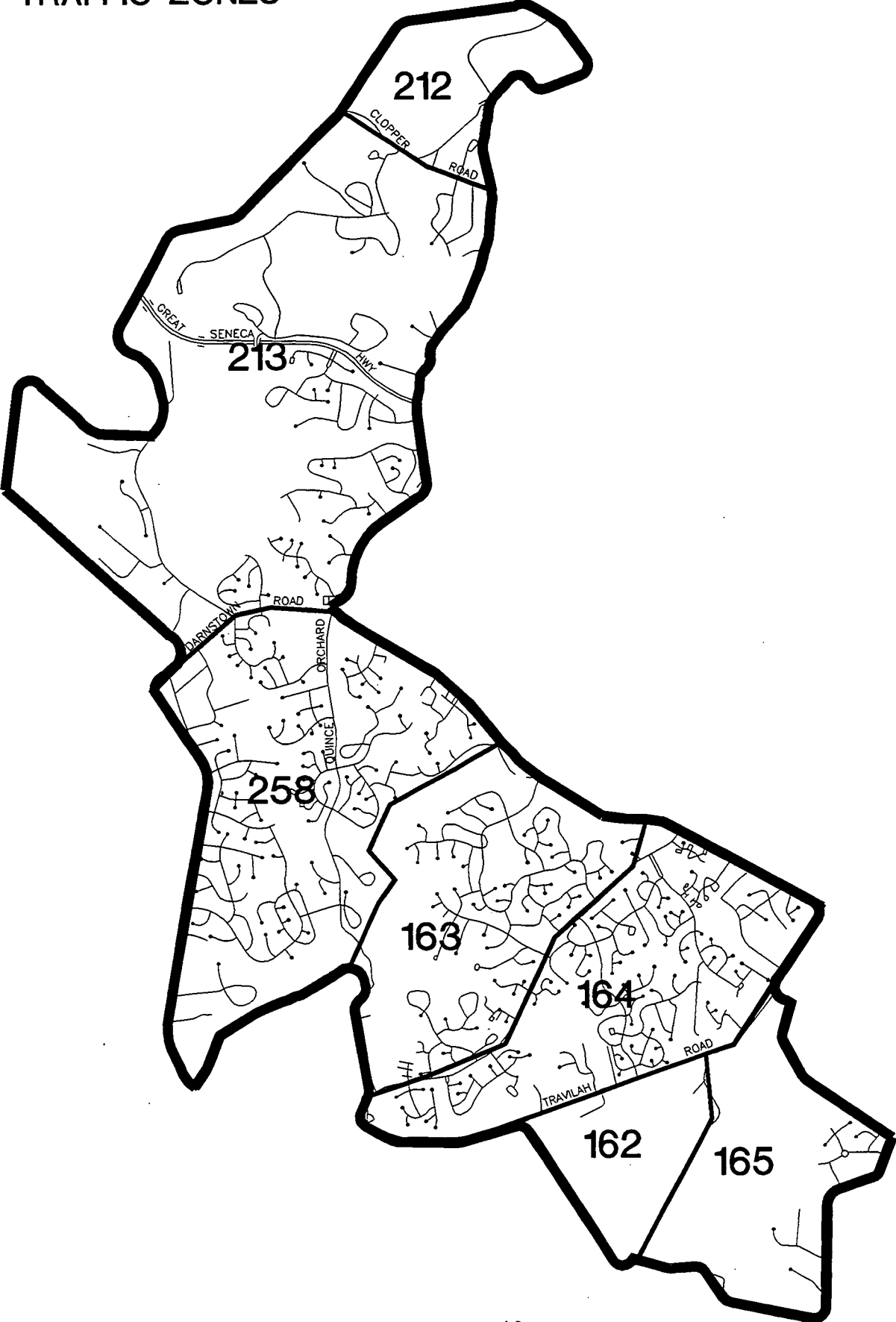
NORTH POTOMAC

Regional Transit Accessibility: 0.81
 Transit Mode Share: 0.07
 Average Congestion Index (Auto): 0.57
 Auto Mode Share: 0.93
 Moratorium for: *Housing*
 Moratorium due to: *Existing Base of Development*

North Potomac Ceilings	Jobs	Housing
FY95 Gross Ceiling	916	7,247
1994 Base	723	7,093
Pipeline (3/31/95)	88	1,212
FY95 Net Remaining	105	-1,058
Draft FY96 Gross Ceiling	916	7,247
Draft FY96 Net Remaining	105	-1,058

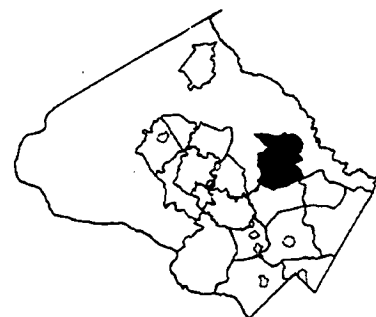
North Potomac Profile	Number	Rank
Draft Job Queue (3/31/95)	133	16
Draft Housing Queue (3/31/95)	27	15
Jobs/Housing Ratio	0.08	25
Land Area in Square Miles	10.56	10

**NORTH POTOMAC POLICY AREA
BY TRAFFIC ZONES**



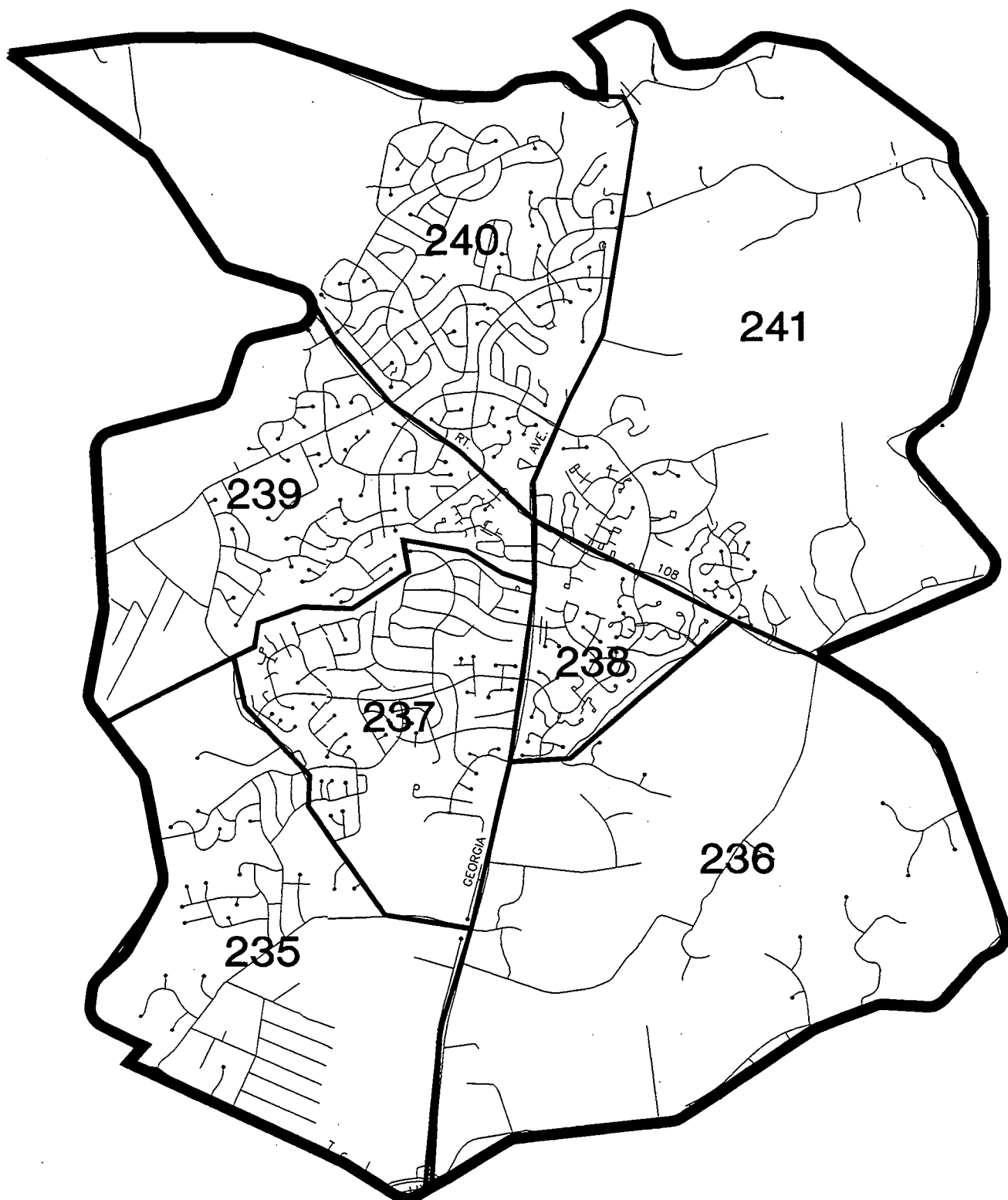
OLNEY

Regional Transit Accessibility: 0.72
 Transit Mode Share: 0.06
 Average Congestion Index (Auto): 0.58
 Auto Mode Share: 0.94
 Not in Moratorium

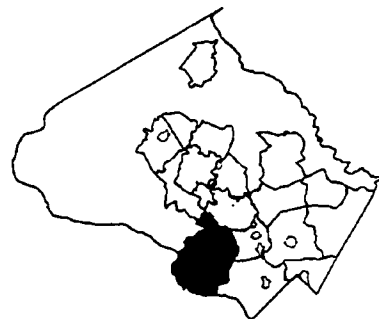


Olney Ceilings		Jobs	Housing
FY95 Gross Ceiling		6,505	10,925
1994 Base		4,266	8,650
Pipeline (3/31/95)		773	2,275
FY95 Net Remaining		1,466	-261
Draft FY96 Gross Ceiling		6,505	10,925
Draft FY96 Net Remaining		1,466	-261
Olney Profile		Number	Rank
Draft Job Queue (3/31/95)		344	10
Draft Housing Queue (3/31/95)		147	9
Jobs/Housing Ratio		0.49	18
Land Area in Square Miles		16.93	5

OLNEY POLICY AREA BY TRAFFIC ZONES



POTOMAC

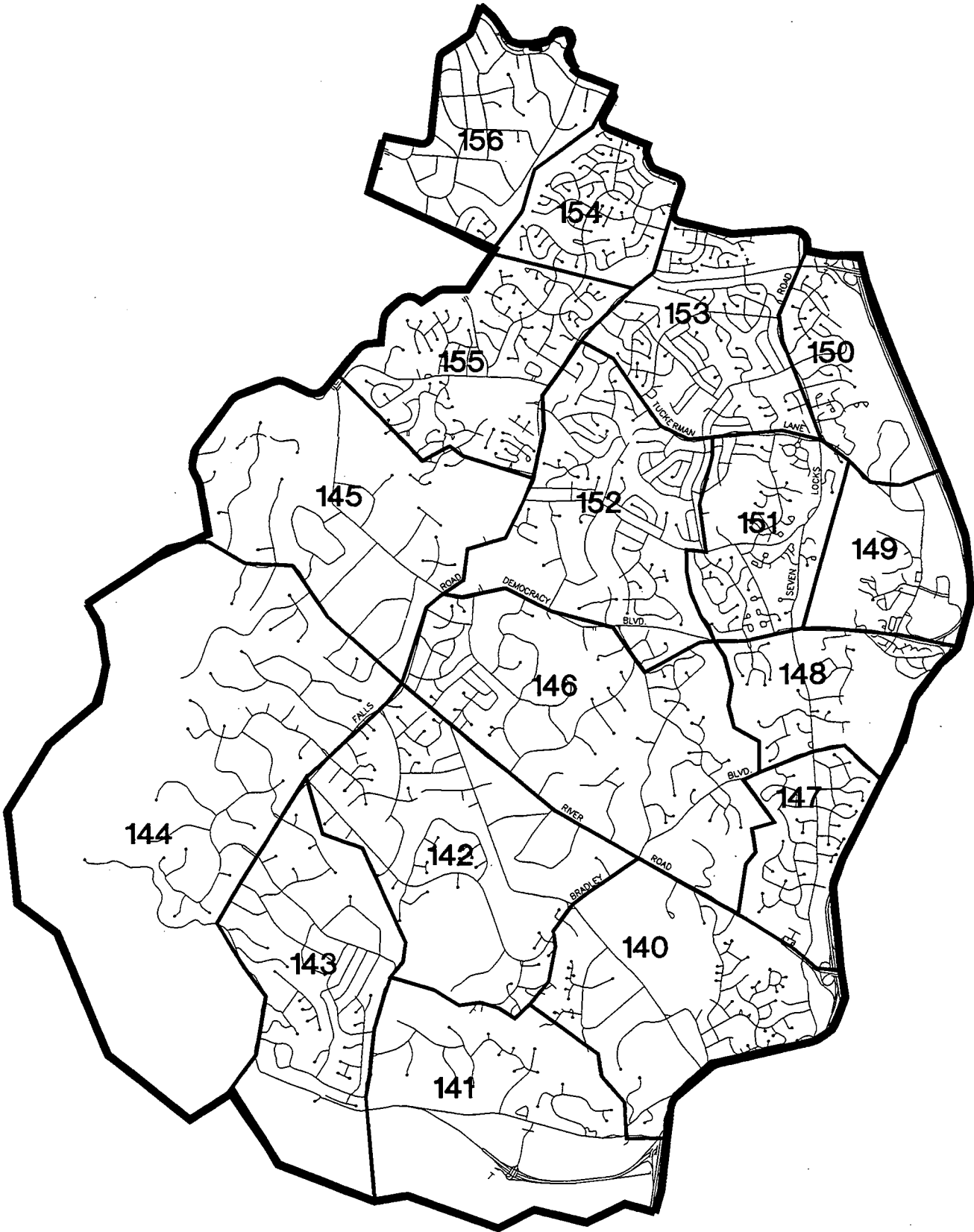


Regional Transit Accessibility: 0.73
Transit Mode Share: 0.08
Average Congestion Index (Auto): 0.57
Auto Mode Share: 0.92
Not in Moratorium

Potomac Ceilings	Jobs	Housing
FY95 Gross Ceiling	11,722	18,059
1994 Base	9,449	15,214
Pipeline (3/31/95)	251	1,415
FY95 Net Remaining	2,022	1,430
Draft FY96 Gross Ceiling	11,722	18,059
Draft FY96 Net Remaining	2,022	1,430

Potomac Profile	Number	Rank
Draft Job Queue (3/31/95)	192	14
Draft Housing Queue (3/31/95)	71	13
Jobs/Housing Ratio	0.62	17
Land Area in Square Miles	29.45	1

POTOMAC POLICY AREA
BY TRAFFIC ZONES





RESEARCH AND DEVELOPMENT (R&D) VILLAGE

Regional Transit Accessibility: 0.70

Transit Mode Share: 0.15

Average Congestion Index (Auto): 0.57

Auto Mode Share: 0.85

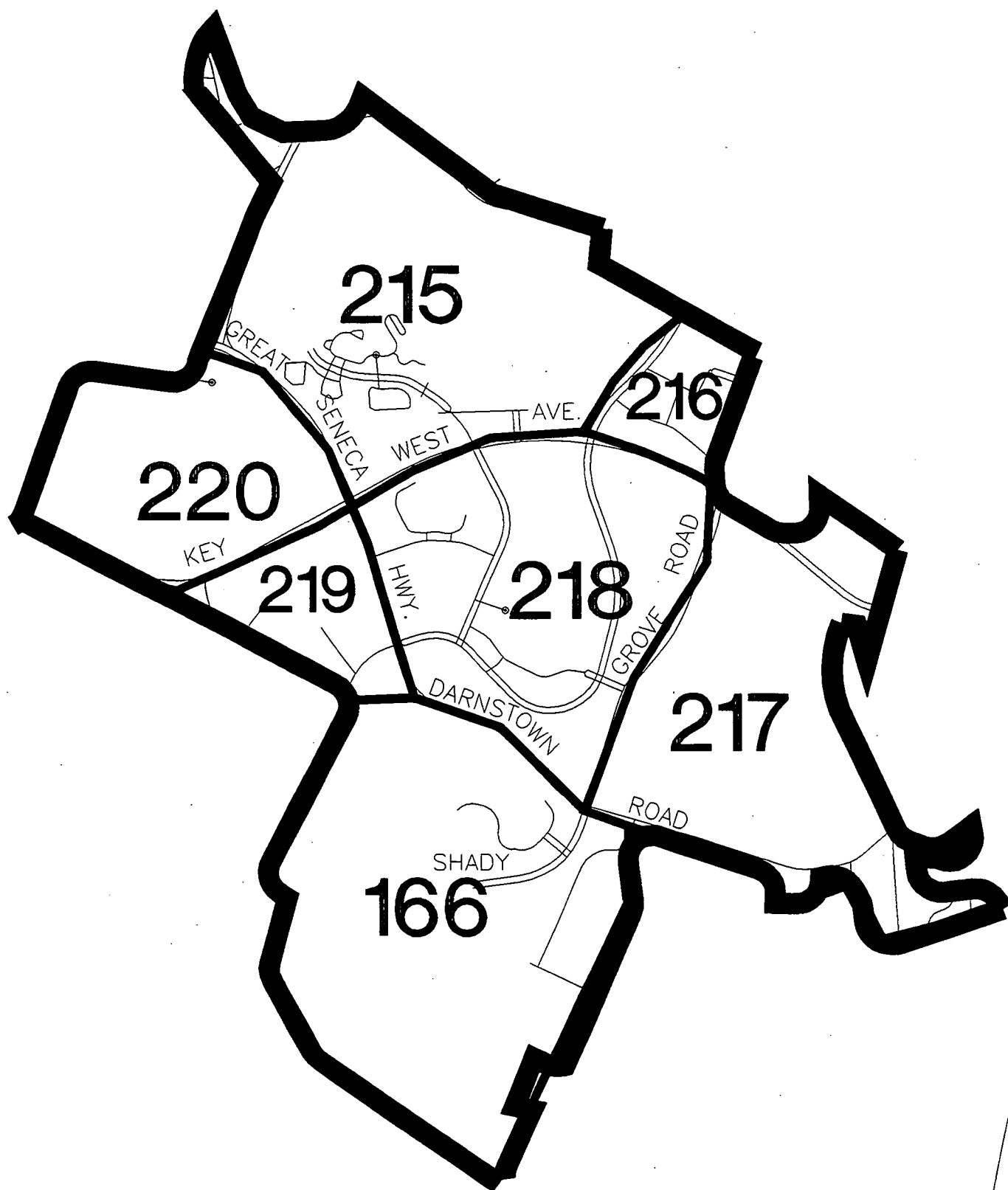
Moratorium for: *Jobs*

Moratorium due to: *Pipeline and Existing Base of Development*

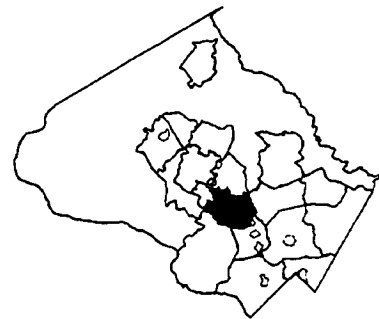
R&D Village Ceilings	Jobs	Housing
<i>FY95 Gross Ceiling</i>	24,741	7,407
<i>1994 Base</i>	9,968	2,131
<i>Pipeline (3/31/95)</i>	6,123	1,661
<i>FY95 Net Remaining</i>	8,650	3,615
<i>Draft FY96 Gross Ceiling</i>	24,741	7,407
<i>Draft FY96 Net Remaining</i>	8,650	3,615

R&D Village Profile	Number	Rank
<i>Draft Job Queue (3/31/95)</i>	254	11
<i>Draft Housing Queue (3/31/95)</i>	0	19
<i>Jobs/Housing Ratio</i>	4.92	6
<i>Land Area in Square Miles</i>	3.16	18

R&D VILLAGE POLICY AREA
BY TRAFFIC ZONES



ROCKVILLE CITY



Regional Transit Accessibility: 0.43

Transit Mode Share: 0.14

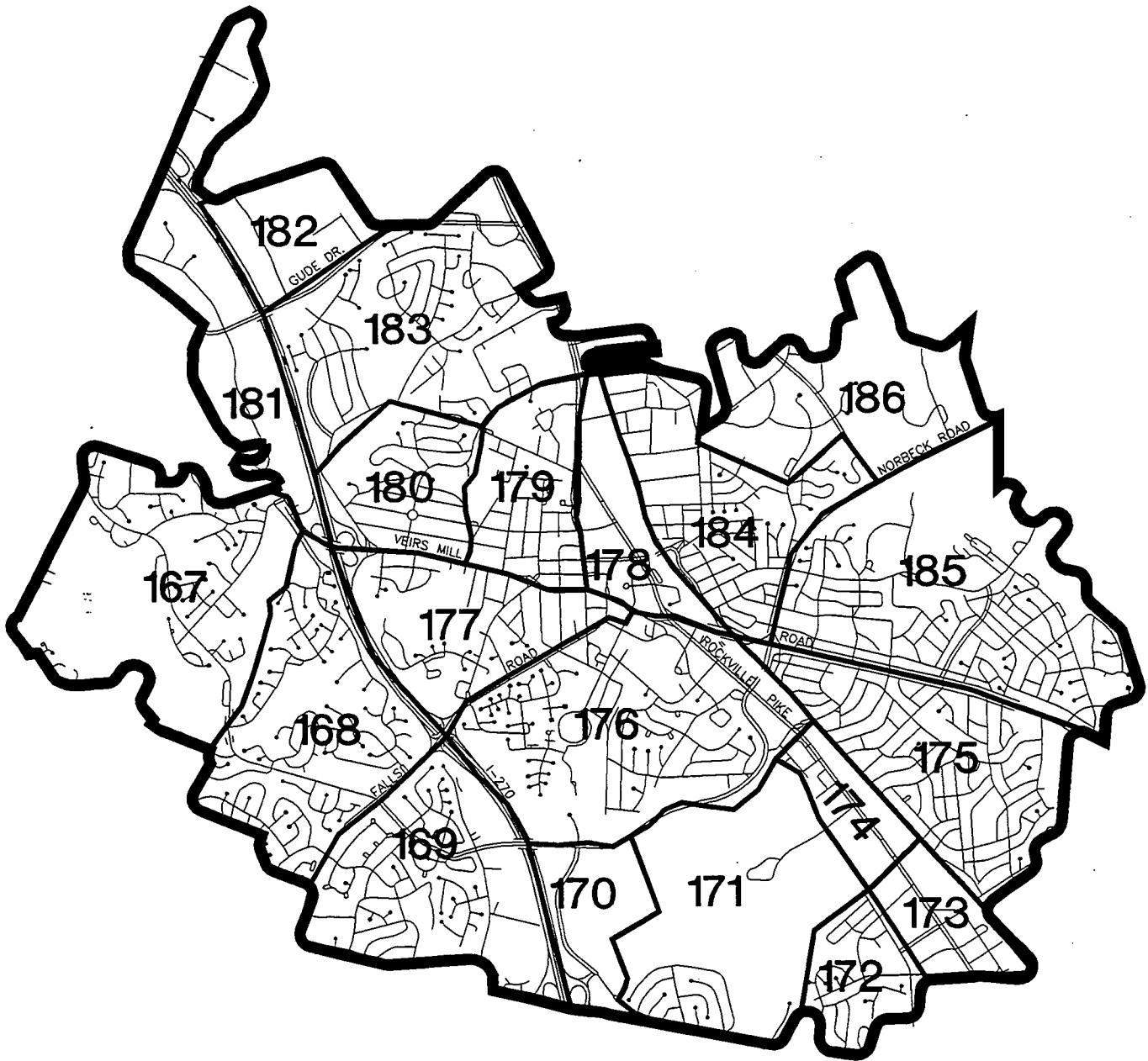
Average Congestion Index (Auto): 0.61

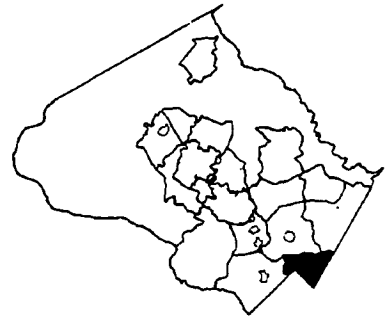
Auto Mode Share: 0.86

Level of Service Exceeded, But is Not Subject to County Review

Rockville Ceilings	Jobs	Housing
<i>FY95 Gross Ceiling</i>	65,302	16,810
<i>1994 Base</i>	56,057	15,842
<i>Pipeline (3/31/95)</i>	15,650	667
<i>FY95 Net Remaining</i>	-6,405	301
<i>Draft FY96 Gross Ceiling</i>	65,302	16,810
<i>Draft FY96 Net Remaining</i>	-6,405	301
Number	Rank	
<i>Draft Job Queue (3/31/95)</i>	0	19
<i>Draft Housing Queue (3/31/95)</i>	0	19
<i>Jobs/Housing Ratio</i>	3.55	10
<i>Land Area in Square Miles</i>	12.38	7

ROCKVILLE CITY POLICY AREA
BY TRAFFIC ZONES





SILVER SPRING/TAKOMA PARK and SILVER SPRING CBD

Regional Transit Accessibility: 0.00
 Transit Mode Share: 0.37
 Average Congestion Index (Auto): 0.93
 Auto Mode Share: 0.63
 Not in Moratorium

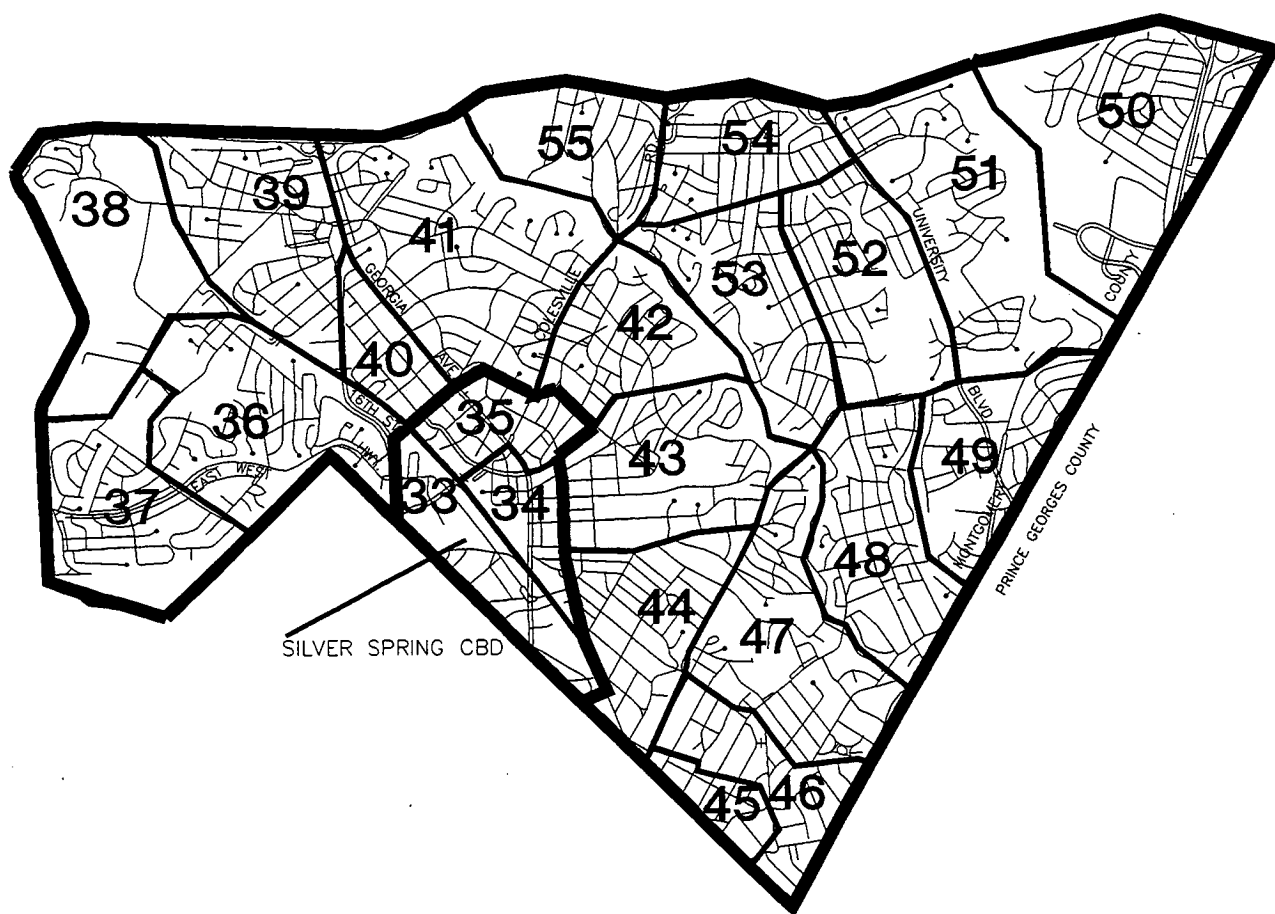
Silver Spring/Takoma Park Ceilings	Jobs	Housing
FY95 Gross Ceiling	14,070	29,481
1994 Base	12,546	26,971
Pipeline (3/31/95)	894	260
FY95 Net Remaining	630	2,250
Draft FY96 Gross Ceiling	14,070	29,481
Draft FY96 Net Remaining	630	2,250

Silver Spring/Takoma Park Profile	Number	Rank
Draft Job Queue (3/31/95)	108	16
Draft Housing Queue (3/31/95)	11	18
Jobs/Housing Ratio	0.47	19
Land Area in Square Miles	8.06	16

Silver Spring CBD Ceilings	Jobs	Housing
FY95 Gross Ceiling	41,005	11,324
1994 Base	34,468	5,199
Pipeline (3/31/95)	4,830	1,987
FY95 Net Remaining	1,707	4,138
Draft FY96 Gross Ceiling	41,005	11,324
Draft FY96 Net Remaining	1,707	4,138

Silver Spring CBD Profile	Number	Rank
Draft Job Queue (3/31/95)	2,215	5
Draft Housing Queue (3/31/95)	0	19
Jobs/Housing Ratio	6.11	5
Land Area in Square Miles	0.59	21

**SILVER SPRING / TAKOMA PARK POLICY AREA
INCLUDING SILVER SPRING CBD
BY TRAFFIC ZONES**



APPENDIX 2

The Capital Improvements Program

Table 8

**LIST OF TRANSPORTATION PROJECTS IN ANTICIPATED FY96-2001 CAPITAL IMPROVEMENTS PROGRAM
AND MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM BY POLICY AREA**

Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Aspen Hill	Line 23	154168	1	F-9	Intercounty Connector I-370 to U.S. 1	Project Planning	N	N	----
	11-40	863117				Study	N	N	----
Bethesda/Chevy Chase and Bethesda CBD	Line 5	151114	2	F-8,M-7	I-495 Capital Beltway Connecticut Avenue (MD 185) Interchange	Reconstruction	N	Y	1997
	Line 23	(MTA)	3	Transitway	Georgetown Branch Trolley/Trail Silver Spring to Bethesda Metrorail Stations	Project Planning	N	N	----
	11-119	873198				Study			
	Line 15	153457	53	M-20	MD 410 Bridge at Georgetown Branch	Reconstruction	N	N	1998
Cloverly	Line 21	250002	4	F-8	I-495/I-95 Capital Beltway American Legion to Woodrow Wilson Bridges	Project Planning	N	N	----
						Study (HOV)			
	Line 16	153337	5	M-12	MD 650-Briggs Chaney Road-Norwood Road Section 2: ICC to Spencerville Road	+ 2 Lanes Divided	N	Y	1997
	Line 9	933121	6	M-18	Norbeck Road Extended Layhill Road (MD 182) to New Hampshire Ave (MD 650)	2 Lanes	N	N	2000
	11-49	153305							
	Line 23	154168	1	F-9	Intercounty Connector I-370 to U.S. 1	Project Planning	N	N	----
	11-40	863117				Study			
Damascus	11-58	873121	8	P-4 (DAM)	Sweepstakes Road Cutsall Drive to 700 feet East to Showbarn Lane	Safety	N	Y	1997
Derwood/Shady Grove	Line 23	154168	1	F-9	Intercounty Connector I-370 to U.S. 1	Project Planning	N	N	----
	11-40	863117				Study			
	Line 17	101062	9	F-1	Multimodal Study (Transit/HOV/Highway) I-270/U.S. 15 Corridor, Montgomery & Frederick Cos.	Project Planning	N	N	----
						Study			
	Line 28	153414	10	M-27,A-11	MD 124/MD 27 Corridor Study	Project Planning	N	N	----
				M-21,A-12	MD 355 to MD 80	Study			

Notes: "ARP" is Montgomery County's Approved Road Program. Projects listed in the ARP are countable for Local Area Transportation Review.
 "In AGP" means that a project is expected to be countable for Policy Area Transportation Review in FY96. These include projects which are 100 percent programmed for construction in the first 4 years of the anticipated County FY96-2001 CIP, the City CIPs, or the State CTP.

**LIST OF TRANSPORTATION PROJECTS IN ANTICIPATED FY96-2001 CAPITAL IMPROVEMENTS PROGRAM
AND MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM BY POLICY AREA**

Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Fairland/White Oak	Line 6	152042	12	M-10	U.S. 29 Columbia Pike Bridge over New Hampshire Avenue (MD 650)	+ 2 Lanes	Y	Y	1996
	11-30	833969	14	A-98	East Randolph Road Widening, Phase 2 Fairland Road to Old Columbia Pike	+ 3 Lanes	Y	Y	1997
	Line 23 11-40	154168 863117	1	F-9	Intercounty Connector I-370 to U.S. 1	Project Planning Study	N	N	----
	Line 21	152019	15	M-10	U.S. 29 Improvement Study Sligo Creek to Howard County Line	Project Planning Study	N	N	----
	11-63	883103	17	M-95,A-86	Briggs Chaney Road Bridge No. 95	+1 lane	Y	N	----
	11-52	923174	19	P-29	Robey Road	Safety Improvements	Y	N	1998
Gaithersburg City	11-42	903145 A211	22	M-42	Life Sciences Center Roadway Improvements Item 2: Shady Grove Road at I-270: Choke Cherry Road to Corporate Blvd.	+ 2 Lanes	Y	Y	1996
	Line 17	101062	9	F-1	Multimodal Study (Transit/HOV/Highway) I-270/U.S. 15 Corridor, Montgomery & Frederick Cos.	Project Planning Study	N	N	----
	Line 12	153386	23	M-24	MD 124 Quince Orchard Road Darnestown Road (MD 28) to Longdraft Road	Planning Study (+ 2 Lanes Divided)	N	Y	----
	Line 23 11-40	154168 863117	1	F-9	Intercounty Connector I-370 to U.S. 1	Project Planning Study	N	N	----
	Line 24	153387	25	M-22	MD 28 Darnestown Road Key West Avenue to Riffleford Road	Project Planning Study	N	N	----
	Line 25	153435	26	M-26	MD 117 Clopper Road Frederick Avenue (MD 355) to Clarksburg Road (MD 121)	Project Planning Study (Reconstruction)	N	N	----
	----	89-3	##	A-17	Longdraft Road Great Seneca Highway to Quince Orchard Road (MD 124)	Developer Contribution to Future Widening	N	N	----

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Germantown East	11-35	873115	29	M-27	Father Hurley Boulevard/Ridge Road Extended Section 1: Eastern Gore Interchange to Ridge Road	4 Lanes Divided	Y	Y	1997
	Line 4	151094	30	F-1	I-270 MD 118 to Clarksburg Road (MD 121)	+ 2 Lanes	Y	Y	1997
	Line 17	101082	9	F-1	Multimodal Study (Transit/HOV/Highway) I-270/U.S. 15 Corridor, Montgomery & Frederick Cos.	Project Planning Study	N	N	----
	Line 26	153414	10	M-27,A-11 M-21,A-12	MD 124/MD 27 Corridor Study MD 355 to MD 80	Project Planning Study	N	N	----
	Line 13	153397	32	M-8	MD 355 Frederick Avenue a. Montgomery Village Avenue to Middlebrook Road	+ 2 Lanes	Y	Y	1999
	Line 14	15NEW1			b. Middlebrook Road to Ridge Road (MD 27)	+ 2 Lanes	Y	Y	1997
Germantown West and Germantown Town Center	11-44	863171	33	M-61	MD 118 Relocated	+ 6 Lanes Divided,	N	Y	1998
	Line 11	153023			Phase I: Wisteria Drive to Clopper Road (MD 117)	+ 2 Lanes (A254-117)			
	11-35	873115	29	M-27	Father Hurley Blvd./Ridge Road Extended Section 2: a) Crystal Rock Drive to Gore of Interchange with I-	6 Lanes Divided	Y	Y	1998
	11-47	863125	34	M-85	Middlebrook Road: Great Seneca to I-270	+ 4 Lanes Divided	N	Y	1997
	Line 14	(MTA)	35	Commuter Rail	Germantown Station Parking Expansion	+ 300 Spaces	----	Y	1997
	Line 14	(MTA)	35	Commuter Rail	Germantown Station Parking Garage Study	+ 1,000 Spaces Under Study	----	Y	1996
	Line 18	(MTA)	##	Commuter Rail	Brunswick Line MARC Service Extension to Frederick	----	N	N	----
	Line 4	151094	30	F-1	I-270 Middlebrook Rd to Clarksburg Road	HOV + 2 Lanes	Y	Y	1997
	Line 17	101082	9	F-1	Multimodal Study (Transit/HOV/Highway) I-270/U.S. 15 Corridor, Montgomery & Frederick Cos.	Project Planning Study	N	N	----
	Line 24	153435	26	M-26	MD 117 Clopper Road Frederick Avenue (MD 355) to Clarksburg Road (MD 121)	Project Planning Study (Reconstruction)	N	N	----

**LIST OF TRANSPORTATION PROJECTS IN ANTICIPATED FY96-2001 CAPITAL IMPROVEMENTS PROGRAM
AND MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM BY POLICY AREA**

Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Kensington/Wheaton and Wheaton CBD	Line 1	(WMAT)	36	Metrorail	Metrorail (Red Line) Construction	Extension to Glenmont	N	Y	1998
	Line 7	152043	38	M-10	U.S. 29 Columbia Pike Intersection Reconstruction at Four Corners		N	Y	1998
	Line 20	152019	15	M-10	U.S. 29 Improvement Study	Project Planning	N	N	----
Montgomery Village/ Airport	11-77	823754	39	A-17	Watkins Mill Road Bridge Whetstone Run Stream	+ 2 Lanes	Y	Y	1997
	Line 26	153414	10	M-27,A-11 M-21,A-12	MD 124/MD 27 Corridor Study MD 355 to MD 80	Project Planning Study	N	N	----
North Bethesda, Grosvenor, White Flint, and Twinbrook	Line 2	151104	42	F-1a	I-270 Spur West Spur: I-495 to I-270 Y Split	+ 2 Lanes (HOV)	N	Y	1997
	11-71	813691	43	A-85	I-270 Overpass/Westlake-Fernwood	4 Lanes	Y	Y	1998
North Potomac	Line 12	153386	23	M-24	MD 124 Quince Orchard Road Darnestown Road (MD 28) to Longdraft Road	+ 2 Lanes Divided	N	Y	1998
	Line 24	153387	25	M-22	MD 28 Darnestown Road Key West Avenue to Riffleford Road	+ 2 Lanes Divided	N	N	----
	Line 25	153435	26	M-26	MD 117 Clopper Road Frederick Ave. (MD 355) to Clarksburg Rd. (MD 121)	Project Planning Study (Reconstruction)			
Olney	Line 10	153370	45	M-60	Laytonsville-Sandy Spring Road (MD 108)	+ 2 Lanes Divided	Y	Y	1997
	Line 23 11-40	154168 863117	1	F-9	Intercounty Connector I-370 to U.S. 1	Project Planning Study	N	N	----

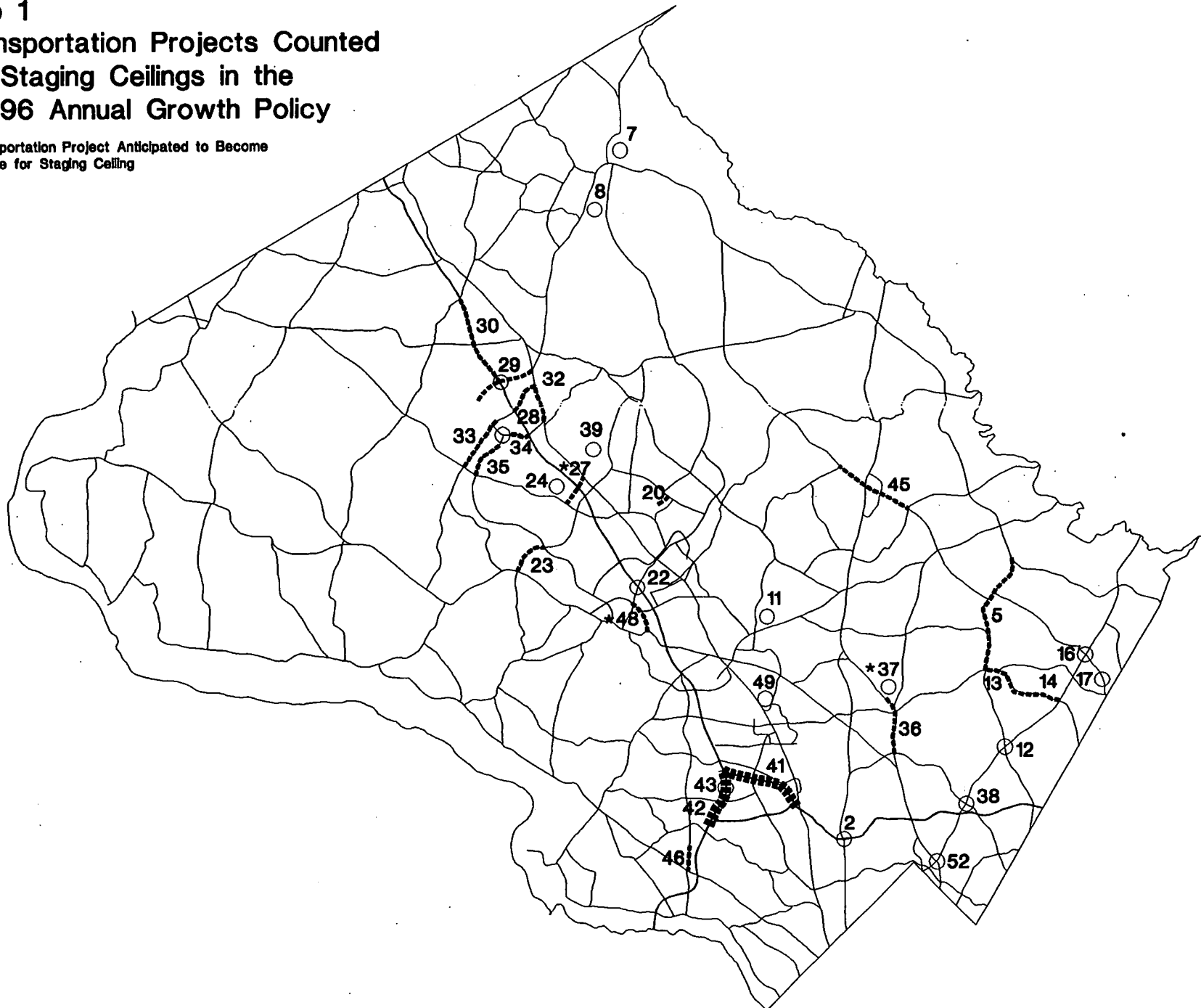
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AND MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM BY POLICY AREA**

Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Potomac	Line 27	153371	47	M-14	Falls Road (MD 189) River Road (MD 190) to Wootton Parkway	Project Planning Study	N	N	----
R & D Village	11-42	903145	22	M-42	Life Sciences Center Roadway Improvements Item 2: Shady Grove Road at I-270: Choke Cherry Road to Corporate Blvd.	+ 2 Lanes	Y	Y	1998
	Line 8	153439	48	M-22	MD 28, Darnestown Road Relocated (Key West Avenue) I-270 to Research Boulevard Research Boulevard to Gude Drive	+ 2 Lanes 6 Lanes Divided	N N	Y Y	1998 1998
	Line 24	153387	25	M-22	MD 28 Darnestown Road Key West Avenue to Riffleford Road	Project Planning Study	N	N	----
Rockville	Page 263	0B11	50	A-72	Wootton Parkway Falls Road to MD 28	+ 2 Lanes Divided Project Planning Study	N	N	----
	Line 8	153439	48	M-22	MD 28, Darnestown Road Relocated (Key West Avenue) I-270 to Research Boulevard Research Boulevard to Gude Drive	+ 2 Lanes 6 Lanes Divided	N N	Y Y	1998 1998
	Page 255	A211	--	A-250	Avery Road Reconstruction Redgate Golf Course entrance North to Rockville City Limits	Safety	N	N	1999
	Page 259	6K11	--	I-1	Southlawn Lane Lofstrand Lane to Gude Drive	Safety	N	N	2000
Silver Spring/Takoma Park and Silver Spring CBD	11-89	873116	52		Silver Spring Intersections/Roadway Improvements	14 Intersections	----	Y/N	varies
	Line 23 11-119	(MTA) 873198	3	Transitway	Georgetown Branch Trolley/Trail Silver Spring to Bethesda Metrorail Stations	Project Planning Study	N	N	----
	Line 21	250002	4	F-8	I-495/I-95 Capital Beltway American Legion to Woodrow Wilson Bridges	Project Planning Study (HOV)	N	N	----

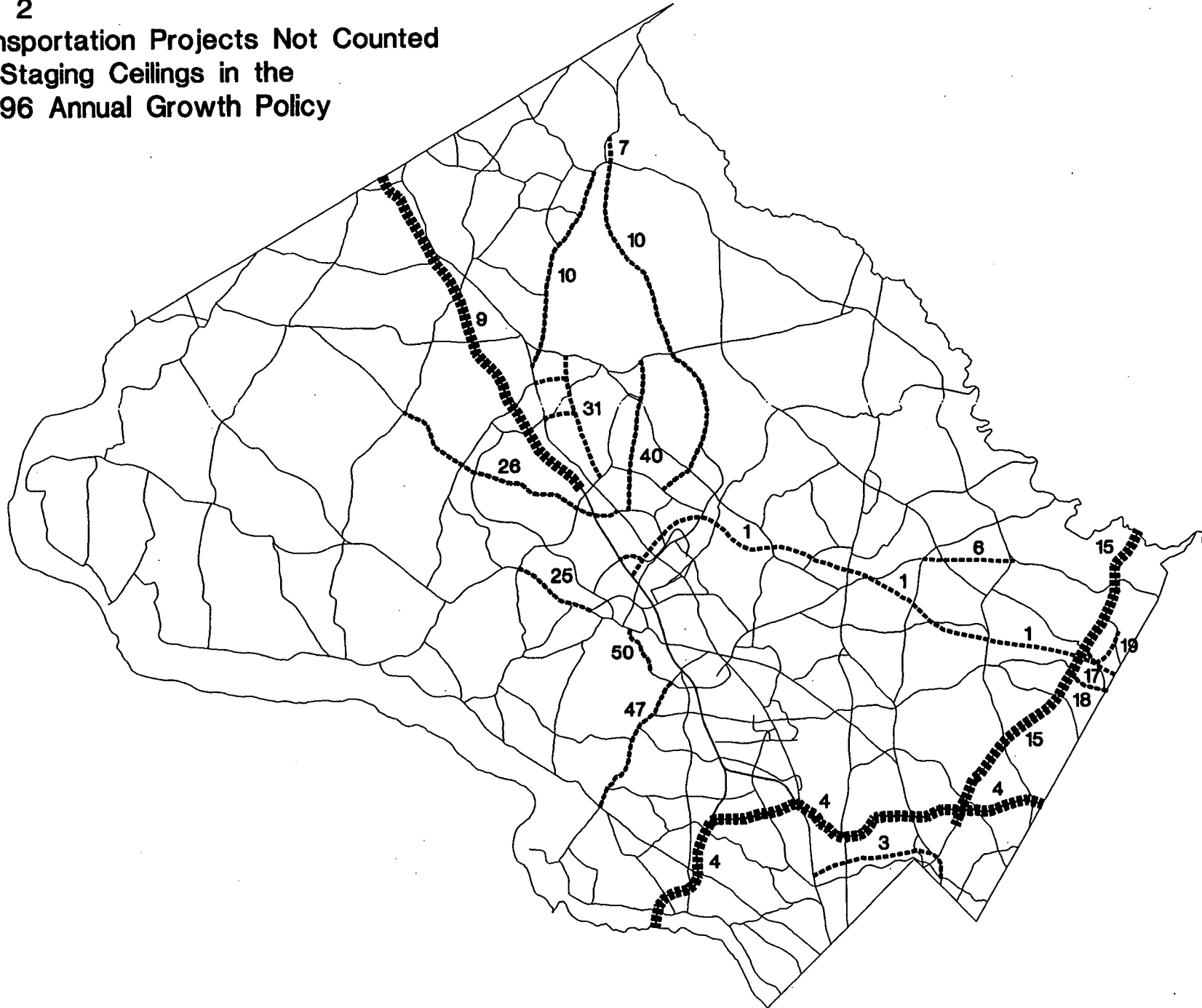
Map 1 **Transportation Projects Counted** **for Staging Ceilings in the** **FY 96 Annual Growth Policy**

★ Transportation Project Anticipated to Become
 Available for Staging Ceiling

69



99.



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AGP FY96 FINAL DRAFT

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